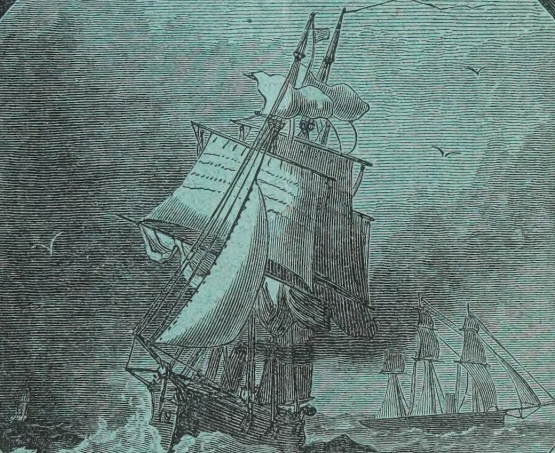


1823

The

1897

Sailors Magazine



and

SEAMEN'S

FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY.

76 WALL ST. NEW YORK.

VOL. LXIX.
No. 10.

OCTOBER, 1897.

Whole No.
830.

Entered at the Post Office at New York, N. Y., as second class matter.

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THE SOCIETY'S PERIODICALS.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly publication of thirty-two pages, contains the proceedings of the AMERICAN SEAMEN'S FRIEND SOCIETY, and its Branches and Auxiliaries, with notices of the labors of local independent Societies in behalf of seamen, its aim being to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, and commend it to the sympathies, the prayers and the benefactions of the community.

THE MAGAZINE is sent to single subscribers for ONE DOLLAR a year, payable in advance.

Persons ordering a change in the direction of the MAGAZINE should always give both the old and new address, in full

THE SEAMEN'S FRIEND is issued, annually, as a four page tract adapted to seamen, and gratuitously distributed among them. It is furnished to Auxiliary Societies for this use, at the rate of ONE DOLLAR per hundred.

THE LIFE BOAT, an eight-page paper, published monthly, will contain brief tales, anecdotes, incidents, &c., and facts, mainly relating to the work of the LOAN LIBRARIES issued by the Society. Any Sabbath-School contributing to the Society \$20 for a LOAN LIBRARY may receive fifty copies, gratis, for one year, with postage prepaid.

Provided a request is sent, annually, for the SAILORS' MAGAZINE, it will be forwarded gratuitously to Life Directors, Life Members and pastors of churches in which a yearly collection is taken for the Society.

It will also, *upon application*, be sent for one year to any one contributing at least Twenty Dollars for the general objects of the Society, or to endow a Loan Library.

It is necessary that all receivers of the MAGAZINE, *gratuitously*, should give *annual* notices of their desire for its continuance.

REMITTANCES.

Remittances for the AMERICAN SEAMEN'S FRIEND SOCIETY, in payment of subscriptions to the SAILORS' MAGAZINE, or for any other purpose, should be sent to No. 76 Wall Street, New York City, by P. O. Money Order, or check, or draft on New York, to the order of WILLIAM C. STURGES, Treasurer, or money may be enclosed in a registered letter. Postmasters are now obliged to register letters at ten cents each, when requested. If acknowledgments of remittances are not received by return mail, the Treasurer should be notified at once.

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The payment of Five Dollars makes an ANNUAL MEMBER of the Society, and of Thirty Dollars at one time, a LIFE MEMBER. The payment of One Hundred Dollars at one time makes a LIFE DIRECTOR.

FORM OF A BEQUEST.

"I give and bequeath to the AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the formation of the will, should be strictly observed:—

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he, *at the same time*, declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto, as witnesses.

SAILORS' THE MAGAZINE



AND SEAMEN'S FRIEND

Vol. 69,

OCTOBER, 1897.

No. 10.

GULF-WEED.

A weary weed, tossed to and fro,
 Drearily drenched in the ocean brine,
 Soaring high and sinking low,
 Lashed along without will of mine;
 Sport of the spoom of the surging sea;
 Flung on the foam, afar and anear,
 Mark my manifold mystery,—
 Growth and grace in their place appear.

I bear round berries, gray and red,
 Rootless and rover though I be;
 My spangled leaves, when nicely spread,
 Arboresece as a trunkless tree;

Corals curious coat me o'er,
 White and hard in apt array;
 Mid the wild waves' rude uproar,
 Gracefully grow I, night and day.

Hearts there are on the sounding shore,
 Something whispers soft to me,
 Restless and roving forevermore,
 Like this weary weed of the sea;
 Bear they yet on each beating breast
 The eternal type of the wondrous whole;
 Growth unfolding amidst unrest,
 Grace informing with silent soul.

CORNELIUS GEORGE FENNER.

REEFING TOPSAILS.

A noble sport and my delight—
 That reefing topsails! just to make all right,
 Ere the wind freshens to a gale at night.
 See! clambering nimbly up the shrouds,
 Go, thick as bees, the sailor-crowds;
 The smartest for the post of honor vie
 That weather yard-arm pointing to the sky:
 They gather at the topmast-head,
 And dark against the darkling cloud
 Sidling along the foot-ropes spread;
 Dim figures o'er the yard-arm bowed,

How with the furious sail, a glorious sight,
Up in the darkness of the sky they fight!

While by the fierce encounter troubled
The heavy pitching of the ship is doubled;
The big sail's swelling, surging volumes, full
Of wind, the strong reef-tackle half restrains;

And like some lasso-tangled bull
Checked in its mad career of savage might

O'er far La Plata's plains,
It raves and tugs and plunges to get free,
And flaps and bellows in its agony!
But slowly yielding to its scarce-seen foes
Faint and more faint its frenzied struggling grows;
Till, by its frantic rage at length
Exhausted, like that desert ranger's strength,
Silent and still, it seems to shrink and close;
Then, tight comprest, the reef-points firmly tied,
Down to the deck again the sailors glide;
And easier now, with calm concentrated force,
The ship bounds forward on her lightened course.

ALFRED DOMETT.

EDITORIAL PARAGRAPHS.

No one can deny that the work done by our chaplains is hampered by trying conditions, owing to the fact that seamen are free from many of the influences which in some degree curb and control men in a stable society on land; owing to the difficulty of enforcing the laws for their protection; owing to the indifference of a large part of "the shipping interest" in every land to the moral exposure of seamen; owing to the recklessness of sailors themselves, acquired in their wandering life; owing to the neglect of them by the churches and their failure to pray and labor for their conversion. In spite of these conditions our Annual Report repeats the note of good cheer which may be heard in the reports of the chaplains who are facing these hard conditions every day, and who, in spite of them, find reason to thank God and take courage.

More and more, however, good men are longing to better the conditions of the sailor's life. This Society has been co-operating with other societies in a "Joint-Conference in the Interest of Seamen," studying the actual evils of their lot, and trying to learn how to abolish, or at least to modify or minimize them. The question, which of these evils are separable and which are inseparable from a seafaring life, is one that cries for solution, and it is a question for the state, for the church, for seamen's societies, and for seamen themselves to

solve. Surely these evils have been too long regarded as irremediable, and indifference in regard to them has become criminal. The solid mass of this indifference is the greatest evil of all, for as when "there is a will there's a way," so when there is no will there is no way.

THE Ramsgate (England) Sailors' Home, in its thirtieth annual report, in addition to its appeal to the Ramsgate people, appeals especially to visiting yachtsmen for aid. The pleasures of yachting are so many and so costly that the enjoyers of them everywhere might well tax themselves in the interest of the toilers of the deep. In this admirable Ramsgate Home Mr. WILLIAM WHITMORE is one of the devoted workers and has been for nearly forty years. We have in hand an article from his pen which will appear in due season in the Magazine.

THE communion of saints does not depend on personal acquaintance. Our friend—we have never seen him—Mr. W. WHITMORE, of Ramsgate, Eng., writes "My heart is made to leap for joy as I read the reports of dear brother J. M. WOOD's work at the Navy Yard, and I am greatly encouraged to pray for him." Mr. E. F. MÜNSTER, of Belfast, writes "Capt. DOLLAR's labors in the Lord are not in vain, and I am greatly pleased to have a little fellowship with him in his labor of love." Mr. MÜNSTER sends to Mr. WOOD and to Capt. DOLLAR and to others a supply of the best tracts for use among seamen, and offers to send more in various languages. By all the warm words of Christian fellowship that come to this office from all parts of the world we are deeply touched. They make work easy and delightful.

FOUR original articles written for the SAILORS' MAGAZINE by a Commander of the Royal Navy of England, on "Starving the Crimps," and three by the same hand, taken from the *United Service Magazine*, the last of which appears in this number, call attention to the general treatment of seamen, and especially to the matter of shipping and paying them off. From these articles it is evident that in the British as in the United States Navy the evils which are rife in the merchant-service of the two countries do not exist to the same extent. It is also evident that there is in Great Britain a larger co-operation with law and perhaps better laws for the protection of seamen's rights in the merchant service than in the United States. It is also evident that good as British law may be and helpful as co-operation with it may

be, it is often violated by shipowners, sea captains, and sailors, above all by the "sailor boarding-house interest," including the keepers, the runners, and the shipping-masters. Dropping comparisons, likely to be more odious to this country than to Great Britain, it is evident, as this Magazine has always maintained, that the treatment of seamen in both countries, in all countries, is not what it ought to be, and often reaches the mark of scandal and outrage, largely because on the frontier of the shipping industry is tolerated a class of scoundrels who make raids across that frontier to fatten themselves at the expense of seamen.

There will be no true remedy found for this state of things until ship owners and seamen combine to secure legal protection, with heavy penalties on every transgressor of shipping laws, and all display that eternal vigilance which is the price of liberty to conduct an honorable business in an honorable way.

Our readers will agree that the writer of the articles referred to has put them all under obligation by his lucid and forcible treatment of a difficult subject.

LOAN LIBRARIES. The master of the schooner *Harry and Grace Reynolds* writes of No. 7,706 :

It has been highly appreciated by myself and read by many seamen. At sea and in foreign ports is where we learn the true value of our friends at home. Thanking you for past favors.

The keeper of the Absecon Life Saving Station writes of No. 9,044:

It is in good condition; the books have all been read and have helped to pass many a lonesome hour, and, I trust, have done us all good.

The keeper of Corson's Inlet Life Saving Station writes of No. 9,047 :

It is in first class condition; the books have been read and we prize them very much.

The keeper of the Kitty Hawk Life Saving Station writes of No. 9,051 :

I to-day by express return library in good condition, books having all been read by keeper and crew, after returning my thanks. Hope you will receive library in good condition.

The keeper of the Cape Fear Life Saving Station writes of No. 9,052 :

Great care has been taken with the library. The crew enjoy reading the books very much. Although they have been here so long we find a great deal of comfort in reading the books in the lonely hours that sometimes seem to drag so slowly by. The active season has just opened and the books will be read again by myself and crew.

The steward of the ship *Jane Burrill* writes of No. 9,079 :

I did not study much of it at first because I had a few novels that I bought in New York, but after I had no more novels to read I then turned to your books, and I found more knowledge in them than in all the novels I ever read. I will take care that I carry no more novels to sea as long as there is a mission library on board of the ship. After reading them myself I had the good luck of getting the sailors to read them, although with much trouble. However, the sailors will read them, and if you are not sharp on them they will have them from one end of the forecandle to the other.

The master of the barkentine *Louise Adelaide* writes of No. 9,151 :

I have had your libraries on board for many years. No. 9,151 is a very good one, has many good books, has been well read on several voyages; as we are always having new crews, an old one is as good as to change them often; but many thanks to the Society, as the reading is good and does more or less good to many.

The master of the brig *Curacoa* writes of No. 9,804:

It has been read by myself, officers and crew, and I trust it has been the means of doing some good, and keeping the crew on board in the West Indies, and has been much appreciated.

The master of the brig *Arcot* writes of No. 9,894 :

Your valuable library has been read with interest and profit by many different crews. I think I can truly say many have been benefited thereby, as well as myself. Such interesting books tend to keep us from more evil pastimes. I heartily tender my thanks and best wishes for your prosperity in this good work.

The master of the bark *C. P. Dixon* writes of No. 9,916 :

We have found it to be a good thing as the men like to read the books, and myself and officers also, and we thank you all for your kindness.

The master of the *Bonny Doon* writes of No. 10,036 :

I am extremely thankful for the trouble you have taken in exchanging the libraries. Time only can tell the good those libraries do. From my long experience as a master I can say that not only sailors but officers read the books, and as for myself I know that a great good is done by the good behavior of my men. Sailors need assistance in getting good books as we seldom see a sailor buying a good book. Many thanks for the interest you are taking in seafaring men.

The master of the bark *Douglas* writes of No. 10,172 :

It has been on board for two years and has been carefully read by the crew as well as myself and officers, and all have enjoyed it very much, the books being composed of good and moral subjects.

The master of the bark *St. Mary* writes of No. 10,205 :

I am very thankful to your Society for the interest you take in seafaring men. I have read many books in your library and also the crews with me at different times, and I believe it has done and is doing much good. May God prosper all such good work!

The master of the *Lillian L. Robbins* writes of No. 10,208 :

It was much appreciated by all on board. After having it eighteen months and no change of crew, at Singapore I exchanged with Cap. Anderson of bark *Austria* of St. John, N. B., for library No. 10,219, and now return same. Please accept \$7.25 inclosed from officers and crew as a token of good will. There are a few books short, but just as I received it I will leave the library at Chas. D. Durkees & Co., 26 South St., and will thank you for one in exchange.

The master of the ship *Celeste Burrill* writes of No. 10,283:

It was widely read and thoroughly appreciated by all my crew last voyage. In their name and my own I thank the donors for their kindness.

The steward of the ship *Henry B. Hyde* writes of No. 10,319:

The library that we have just returned has been fully appreciated by the men last voyage. I always gave them free use of it at sea, and they always appreciated the use of them. They are a great comfort to sailors at sea.

The keeper of the Monmouth Beach Life Saving Station writes of No. 10,335:

We have read some of the books from your loan library, and we appreciate them very much. I feel such reading is profitable. I hope my crew and self will be spared this coming winter at our leisure time to be able to read them all. The library is in good condition.

For The Sailors' Magazine.

YEARNING FOR SYMPATHY.

BY THE REV. C. J. JONES, D.D.

The need and value of sympathy is illustrated in the following interesting narrative from a convert of the Mariners' Church:

"On one voyage, the captain being a drunkard and a poor navigator, we had a very long passage. On another the captain was a very wicked man who established a rum shop on board, and such drunkenness and disorderly conduct I never witnessed before. I was able to abstain, at least I never drank to excess. At Liverpool I left the ship, and there I led a most disgraceful life, not perhaps disgraceful in the eyes of the world, for I was never drunk and always appeared respectable in society, both in dress and in manners, but disgraceful in the eyes of a righteous God.

"On my next voyage I fell from the foretopsailyard to the deck, and was picked up for dead. My left thigh, arm and jaw were broken, and I remained in a state of unconsciousness for two weeks. I was taken to the New York Hospital, but it took a long time to restore me to health.

"While I was in the hospital my mind was often exercised on the subject of religion, but it never led to any favorable results. I always prayed to God, but the difficulty was while I prayed with my lips my heart was somewhere else.

"After I came out of the hospital I went two or three times to the Mariners' Church, where I heard the word of God from Dr. C. J. Jones. I had frequently at-

tended his church, and it was his sermons that opened my eyes to the true state of my soul. I again formed the resolution to seek Christ, and to that end I went down on my knees for the first time in my life and prayed to God to forgive my sins and give me a new heart through the atoning blood of Jesus Christ. I now began to read the Bible with interest, and reading Acts ix: 11, where God sent Ananias to Saul, "for behold he prayeth," convinced me that prayers were acceptable to God.

"But I yearned for sympathy. I wanted some kind friend to speak to me and pray for me; like Saul I required a disciple to open my eyes. I accordingly wrote a letter to Dr. Jones asking an interest in his prayers. On the Sabbath following I came to the church, confident that he would grant my request, but not having received my letter he did not pray for me. I came again to the evening services and was again doomed to disappointment. With a heavy heart I was on the point of leaving the

church when this beloved man stepped up to me and begged me to come and see him. The next day I found in him the sympathy my heart needed. Subsequently I became a member of his church, and the Sabbath following I was a guest at the Lord's table.

"A remark simple in itself, 'How much we have to thank God for,' went like an arrow to my heart. What have I to thank God for? I, who have lived in sin and wickedness for over thirty years. I, who have sailed on the deep waters for fifteen years without meeting with an accident. What have I to thank God for? I can now see the infinite love, mercy and long suffering of God. Oh that I had ten thousand tongues wherewith to thank Him and sing His praise, for instead of cutting me off in the midst of my iniquities as I fully deserved, He brought me to repentance and saved my guilty soul."

"This dear brother," adds Dr. Jones, "after a few years of devotion to God, was called to leave us for the upper sanctuary."

BRITISH SEAMEN ABROAD.

BY A COMMANDER R. N.

(Continued from the September number).

If such evil results occur on our opposite shores, within easy reach of those who have the management of merchant ships and crews, what may not be expected in more distant seas, round the two Capes, in the Pacific and Indian Oceans, in the China and the South Seas, where too often the British flag covers many nationalities crowded into the same dark, close, comfortless forecastles, in which respectable Englishmen declining to serve

continental Europeans, Asiatics, and Africans exist and sleep together? Lack of space, rather than lack of information as to their moral mixture, restrains the pen. Let us take the port of San Francisco, California, as one of the most notorious and old offenders against British merchant seamen, as a further exemplification of the deferred pay system and its effects.

About 25,000 seamen annually

enter the magnificent bay of San Francisco, of whom 7,800 are in British merchant ships.

There were 205 fine British merchant vessels, aggregating 368,915 tons, at San Francisco in 1894. In no other port, outside the United Kingdom, are there so many of the largest British sailing-ships gathered. Soon after arrival, so-called "desertions" occur to an exceptional extent amongst the British crews. It is not easy for even respectable sailors and gentlemen apprentices to avoid the skilful traps cunningly laid for them, or the robbery, appalling depravity, loss of self-respect, of character, or of health inflicted upon them in that depraving port, under the name of "desertion."

These so-called "desertions" do not appear to occur there to a similar extent amongst crews sailing under other flags; nor amongst the short-voyage British, and therefore frequently paid, crews from ports near at hand, such as from British Columbia, &c. Only one-third of the seamen entering the port are British, and it is not all of them who are subjected to this dire system of kidnapping or enticement, or "working-out" which result in practical outlawry from kindred, calling, and it may be country. There is but one class of crews—the unpaid, long-voyage men—subjected to these nefarious practices, with their terrible consequences, moral and physical, to the unhappy victims. The British consul must know the names of the ships, the owners, and the captains, and how many victims each vessel supplies to feed this vile system. A return of the exact number of victims, now not publicly known, for each of the last five years would stop exaggeration.

It has been publicly stated that there were 2,000 desertions in a recent year at San Francisco; but it is not probable that these were all British seamen who lost the fruits of their labors. In the absence of official information let us assume that the British deserters annually reach one-fourth of that number. This hazardous guess should be within the mark, yet it means 500 men and lads ruined in one year. We get a side light on the figures from an incidental statement in the "Report for the year 1893 of the Consular District of San Francisco," No. 1,452, page 16, in which the consul says: "It is a significant fact that during the eight months the (Seamen's Institute) rooms have been open only four apprentices have deserted their ships, whilst in the previous two months at least fourteen did so." That is to say, seven apprentices deserted per month, whose parents had paid, say £30 premiums. The ruin of, say, seventy young gentlemen every year has cost over £2,000 annually. This money did not go the crimps who arranged the "desertion."*

* The Board of Trade return on "British Ships (desertion of seamen abroad)" for the year 1895, published since this article was written, gives the number of seamen who deserted from British ships in United States ports as, at Baltimore, 456; Boston, 262; Mobile, 24; New York, 2,630; Norfolk, Va., 52; Pensacola, 83; Philadelphia, 630; other east coast ports, 644; Portland, Oregon, 342; San Francisco, 922; other North Pacific ports, 272; total, 6,317. It will thus be observed that the number of so-called desertions from British ships at San Francisco was actually nearly double the number assumed in this article; and the amount of British seamen's wages left in the pockets of their employers must have

It would not be extravagant to estimate seven "desertions" of sailors for each apprentice lost. This would reach about five hundred seamen annually, or one-fourth the number publicly spoken of. This is, of course, a mere guess, which an official return from the consul for each of the last five years would correct.

Each of these five hundred "deserters" had received £2 15s., or one month's advance, before leaving England, and in the great majority of cases nothing was subsequently paid to the men or to the savings bank on their behalf. Many of them may have been to Australia or Japan since leaving their homes, and so have a twelve-month's wages due. But even if direct from England, the unpaid wages would, after a five months' voyage, reach £11 apiece, or £5,500 for the year's desertions. In whosoever keeping these moneys may be, they are clearly the private property of those who earned them. By law these accumulated wages are, because of the "desertion," forfeited to the Crown. By the Merchant Shipping Act of 1894, section 232,† these forfeitures are, after certain "reimbursements" of alleged expenses are deducted, required to be paid, through the

Board of Trade, into the Consolidated Fund. But not a penny of this £5,500 ever reaches that destination. Not a penny of it goes to the crimps who arrange the "desertions." Whether the amount be £55, or £5,500, the Crown, as represented by the Board of Trade, should be the administrator, and should publicly account for this money.

In passing, let it be noted that withholding wages from long-voyage merchant seamen for long periods after they are fairly earned does not, at least at San Francisco, prevent so-called "desertions." Whether the further allegation be true or not, that these unpaid earnings are one of the principal causes of the "desertions" in that port, it might be as well that the holder of the earned wages of other men should be some third party who has no personal interest in its disposal. It would then become clear to all concerned to whom this £5,500 a year really belonged before the "desertion." The Merchant Shipping Act hardly realizes this when it gives to the master or owner of the ship the subsequent right to help himself out of the sailor's purse containing his accumulated wages. What an indignant outcry there would be on the banks of the Mersey, the Clyde

been at least £10,000 in the year 1895 as to that one port. At this rate about £70,000 of British seamen's wages would have been left in the hands of their employers by desertions in United States ports alone in that year. This is exclusive of the "blood money," or £8 each paid to the so-called shipping masters out of the prospective wages of the sailors engaged for the outward voyages, which is the crimps' share of the plunder, and would amount to about another £50,000 of British sailors' money in that year.

† Section 232, the Merchant Shipping Act, 1894: "Where any wages or effects are under this act forfeited for desertion from a ship, those effects may be converted into money, and the wages and effects, or the money arising from the conversion of the effects, shall be applied towards reimbursing the expenses caused by the desertion to the master or owner of the ship, and subject to that reimbursement shall be paid into the exchequer, and carried to the Consolidated Fund."

and the Wear, if a law was passed giving to shipbuilders or their foremen the right to withhold the earnings of the riveters for many months, and then to dispose of the accumulated wages of an absent workman. All the shipyards in the three kingdoms would resound with the cries of "Britons never, never, &c., &c., &c., shall be slaves." But then shipwrights have votes, and they are under the protection of the ordinary laws of the land.

The law also takes cognizance of the "deserter's" effects. These consist mainly of his bedding and his bag or box of clothing. Taking these cumbrous articles out of the ship involves publicity, and may well give rise to suspicions of collusion. If they are left behind these effects may lawfully be converted into money, which is also, subject to deductions, required to be paid into the Consolidated Fund. No such money reaches the exchequer.

It is suggested that the law, section 232 of the Merchant Shipping Act, 1894, should be so modified as to oblige the captain to pay over to the superintendent of the Mercantile Marine on reaching home, or to the consul at the port of final discharge of the crew abroad, the gross amount of wages earned by a deserter, together with the money arising from the sale of his effects, less the advance given on the engagement of the seamen, and the monthly allotments paid to the savings bank or his friends; and subsequently to recover from the Board of Trade, after legal proof of the same, the alleged losses and expenses caused to the captain or owner by the "desertion," so far as the wages and effects received by the Board may cover the same. It is not improbable that

such an alteration of the law would stop the suspicions of collusion with the crimps in San Francisco which the disappearance of the £5,500 a year of "deserters' " wages, besides the value of their effects, now gives rise to against presumably honorable English gentlemen.

The *modus operandi* of the desertion is simple. As these splendid four-masted ships of some 3,000 tons enter the bay of San Francisco, boats, contrary to law, bring American boarding-house masters alongside in open daylight, to endeavor to persuade the crews to leave their ships. Their chief successes are in those vessels in which there has been no united worship during the voyage, and no religious observance of the Lord's day. The crew are generally under an engagement for a round of three years; but as the ship is likely to lie in port some weeks awaiting cargo, it would obviously tend to economy if there were fewer mouths to feed, and fewer hands to pay. For whatever reason, the captain does not give effect to the law by refusing admission to the boarding-house master. But the large promises of good pay ashore, and the attractions of the grog bottle often fail to allure the crew to forsake their ship. Thus, says the American San Francisco Port Society's Report, published in 1895: "It is a common thing, though by no means universal, for British ships that have to lie up for a few months in this port to get rid of their crews by fair means or foul, and the same thing is notoriously true of American ships in foreign ports. A common way is to compel men to desert by means of hard work, harsh treatment and poor fare. If men can be induced to desert, the

ship draws back wages, and all that would be their due while lying here. Men often say to me (the American chaplain), 'Our captain is doing his best to drive us out of the ship, and we are having a hard time. We are made to do needless work, and are starved and cursed all the time!' And too often these tactics are successful, and the men are handed over to the tender mercies of our rum boarding-masters. . . . And yet these eminent Christians (ship-owners) seem to feel that it is all right to force their sailors by gross abuse to desert their ships in San Francisco, so as to avoid paying their wages." So far as the crimps and the "working out" succeed, the ship is navigated during the previous five months' voyage for one month's wages, say for £2 15s. per deserter instead of £13 15s., thus saving in each case £11.

Whether the San Francisco Port Society be correct or not, their report simply voices the common talk of sea-officers and of seamen for many years. It is only certain crews who are so victimized. Honest men do not fear policemen, but would be glad if official investigation publicly cleared the character of all concerned, and of our country's flag, from this foul stain. So far as is known, no attempts are made to rescue seamen or gentlemen apprentices; the law of arrest is not invoked; and no complaints are seriously pressed upon Parliament or upon the government.

Though the boarding-house master gets none of the sailor's unpaid back wages, he is repaid for his convenient services by obtaining the body of the seaman; and the body of a British seaman is not to be despised, for it is, at least, worth "blood money."

In a few days after leaving the ship without permission, which is technically called "desertion," the sailor, now an outlaw, penniless, and dependent for a meal on the boarding-house master, who is also an agent for finding crews, is shipped by him on board another vessel, in the choice of which the sailor has often little voice, often in a state of drink, intoxicants being used to confine him to the house and to make him pliable. The boarding-house master in shipping the sailor secures to himself two months' advance of wages, being twice the legal amount, according to section 140 of the Merchant Shipping Act. He thus obtains about £8 for each seaman as his price for changing the ship. This is what is called "blood money."

The "deserter" thus stands to lose all, his unpaid back wages, his future two months' earnings, his character and self-respect, whilst he suffers moral and physical ruin. Moreover, till he reaches home, in any other ship, his new wages are further liable, by section 221, to forfeiture, to reimburse alleged expenses of his last employer; but this law is seldom enforced in England. Is it the crimp alone who gains by these disgraceful and abominable transactions? Why should "desertions" be specially prevalent at San Francisco, and even there only in ships with large arrears of wages due? Do any employers go out of their way to select specially reckless, thriftless, good-for-nothing fellows as seamen and as premium apprentices to man the splendid four-masted sailing ships trading with that distant port? Why are not equally foolish and vicious crews selected for ships bound to, say, Valparaiso or Honolulu? Ships-of-war, whose crews are on

three years' voyages in the Pacific, often spend three weeks at San Francisco, why don't their sailors and midshipmen desert in this wholesale fashion? Are the drunkenness and the debauchery that ordinarily follow "desertion" at San Francisco evidences of exceptional depravity, or are they not rather the means adopted for the seclusion of the prisoner by rendering him helpless to escape? If the answer be against the merchant sailor, then who and what made him the exceptional ruffian he is supposed to be? Was it not the system of organization and management under which he was brought up from boyhood in the mercantile marine which debased the man?

Why not alter the organization and management so that good men may be produced out of good boys, just as able shipbuilders produce magnificent ships by clever designs out of good steel, skilfully wrought. But bad builders produce unseaworthy craft out of rotten iron. Alter the system of manufacture, and you alter the products. Change the management and arrangements of ships' crews, and you will alter the men you train up. The responsibility for good or evil rests largely with the system and surroundings.

Merchant sailors and firemen, like other wage-earning workmen, whether by land or sea, have an inherent right to the absolute control and disposal of their own earned wages at the end of each month at longest. By what means, and to what extent, this inherent right can be given effect to monthly, is a reasonable matter for Parliamentary deliberation. Is it too much to ask, in these democratic days, that this inherent right of workingmen to their own personal

property monthly, should be the basis of all pay arrangements made by the Imperial Parliament for the mercantile marine?

This paper deals with but one of the ills of life at sea, and that not of the most importance, but still one that is prominent, which may serve to direct attention to others. But much might be done without the agency of legislation, by sympathy and good feeling between man and man, who are united both in a common enterprise and in a common brotherhood. Is it possible for shipowners in the foreign-going trade to band themselves together for the revision of the principal details of the management of their crews? Single-handed, no shipowner can do so effectively, but combined, many radical improvements might be beneficially introduced. The positions of captains, officers and seamen are very uncertain, without any pledge of continuity. Poverty is much too frequent in all ranks. There is no proper provision for slack times, accident, broken health or old age. Might not the shipowners of each large home port combine into a local Manning Committee for the port, so as to introduce a modified continuous service system, by an interchange of crews from one ship to another without loss of work and wages? or might not the best of the officers and men, and there are splendid characters serving afloat, be put on an "establishment" to receive partial pay while ashore waiting for employment at sea?

Could not a combination of owners press for a medical certificate of the causes of death and alleged disease on board ship? and for public coroners' inquests on paying off in cases of sudden deaths

at sea? Might they not direct captains to "*cause* the public worship of Almighty God to be solemnly, orderly, and reverently performed, and the Lord's-day be observed according to law," as an act of Parliament requires of officers in the Royal Navy, whatever their personal religious views may be? Might they not pass a self-denying ordinance by mutual agreement forbidding unnecessary cargo and coaling work on Sundays in foreign and colonial harbors as at home? Such a combination of shipowners might introduce other valuable improvements in the fittings of the forecastles and in the treatment of foreign-going crews,

which would make it less difficult for self-respecting Englishmen to serve as sailors and firemen.

Admiral Sir William Monson, writing, in the reign of Charles the First, of "the ill management of the Spanish ships," used wise words which may not be inapplicable to some British ships to-day, when he wrote, "Notwithstanding the necessity they have for sailors, there is no nation less respectful of them than the Spaniards, which is the principal cause of their want of them; and till Spain alters this course, let them never think to be well served at sea."—*The United Service Magazine*.

PAUL'S SECRET.

BY THE REV. F. B. MEYER.

Now I exhort you to be of good cheer: for there shall be no loss of any man's life among you, but of the ship. For there stood by me this night the angel of God, whose I am, and whom I serve. Acts xxvii: 22, 23.

Paul, the Apostle, must be spoken of as a seafaring man. Before this shipwreck, the story of which we have now read, he had been shipwrecked three times over, and had spent a day and a night lashed to a spar, rising and falling with the billows. So, when this was a question whether they should stay in the haven or leave it, his opinion amounted to a good deal. But the centurion who was there with his soldiers carrying the prisoners to Rome, and who was the most important person on board, took more notice of what the captain and the owner of the ship said than of Paul's words. The consequence was, that in spite of all he could say or do, the ship's crew came into that imminent danger of which we have now been reading. I would like you to try and

imagine the state of things on the fourteenth night after they had left Crete. The ship was creaking and straining in every timber; the wind was screaming and howling through what cordage there was left; the great waves struck the vessel with a boom of thunder, and to many it must have seemed that the whole ship must go to pieces, and every soul on board meet a watery grave. They had been without food, without regular meals, they were drenched with rain, they were overtired, they were full of dread, and it seemed as though heaven was closed above them, for neither sun nor moon nor stars had been visible for many a long day and night.

It was at this time that Paul stood forward and became the true captain of the vessel, the true man-

ager and guide of the whole crew. He had come on board as a prisoner, he was fastened to a soldier, and all through those dark days he had been held fast by an iron fetter to a Roman guard, exchanged every four hours; I suppose, indeed, many of the crew would have stood apart from him and avoided him as perhaps a murderer or a felon of some kind. But in the midst of the agony of that fortnight the man's true royalty had begun to show itself. The centurion, the soldiers, the owner, the crew, and the other prisoners, all came to feel that this was a kingly man, a real man, a man who was made to command, made for the hour of crisis. Everybody must know how the hour of crisis will show the pith of a man. It is very wonderful how quiet and calm he was. There are three indications of it.

The first was that he was able to sleep.

"Rocked in the cradle of the deep,
He laid him down in peace to sleep."

He dreamt of angels, and slept as quietly and sweetly and soundly as he would have done had he been in the home of friends. He knew well that God was right. It is indeed a happy thing when a man's heart is so quiet in the midst of a storm that he can find rest.

Then, secondly, he was able to recall the Lord's Supper in that moment. This would not strike you when reading the Bible in English, but in the Greek the word "Eucharist" is used—he gave thanks. The very word which is used of Christ when He took the bread, blessed and brake it, is used of Paul when he took some of the ship biscuit, soaked with salt water, and began to break it before the people, to eat it him-

self and share it out. All stood around: there was the centurion, the captain, the owner, the sailors, and the prisoners—two hundred and seventy-six of them gathered together in the great hold of the vessel, from which they had put out the corn; Paul stood in the midst of them; and getting one hand free from the iron, he broke the biscuit as well as he might, looked up to God and gave Him thanks, then passed it round—an action which seemed as if Paul celebrated the Lord's Supper in the midst of that storm and the darkness on board the ship. It showed that his heart was rooted in God for him to be so calm and glad in such an hour as that.

Then the third symptom of the quietness of his soul is given to us in the fact that when there was great confusion on board, and it seemed as if there was to be a rush to the boat, it was Paul who came to the front, told the centurion of the danger, then put the men into such good spirit that the whole crew got safely to shore. All this shows what a cool, quiet, calm heart the man had; and I want to say—because I am speaking to seafaring men, many of whom may within a week be in the biggest storm that ever swept the ocean—that if they will learn Paul's secret there is every reason to think that if men keep a level head and a quiet heart they may go through their duty in such a fashion that they may show that in their heart they have the strength, the courage, the royalty of a child of God. And you who are land people, who have not to do business on the mighty waters like our brothers, there are many storms that sweep your life. It may be that years ago you left the harbor of your home, the fair haven of your

father's house, to venture forth upon life's stormy sea, and the south wind blew softly, and you thought that life was to be merry and happy, like the regatta. But oh, you know how, after that, the north wind of trouble and sorrow swept down upon your life, driving you out to sea, and you have been running before the wind these many years, and this house of prayer has been your little island of Crete, where you have obtained a brief spell of rest, now and then, till the storm has broken upon you again. Well, I want to tell you that in that storm that sweeps your life you, too, may have the quiet heart, the sleep and dream of angels; you, too, as you break your crust of bread may find it to be a Eucharist, a Lord's Supper, and you in the midst of some crisis may stand in the front and show yourself to be a leader of men, because you yourself are led of God, and you have learned to pillow your head upon His heart. God help us, then, to learn Paul's secret, and whether we are seafaring people, or whether we are landsmen, I would like every one here to be able as you leave this place to-night to say, "There came to me as I sat in that seat the angel of God, who said, 'Fear not'; I am His, I live for Him; I believe God that it should be even as God has said."

Now, what was Paul's secret that made him so calm in the storm? First, he recognizes God's ownership in "Whose I am." He looked on the storm, and he said, "This is my Father's world; this dark night, it is my Father's; and I am His child, and He loves me too well to forget me. I am His. The God who made this foaming ocean is my Father; the God who lets those winds blow forth is my

God; all this world is but a mansion—in my Father's house; and I am safe because my Father rules the storm. 'Whose I am.' I am His because He bought me with the priceless blood of His Son; and if He paid down the ransomed price out of His own dear heart, is He likely to forget me now I am in peril? He brought me to Himself by His Spirit, has married me to Him by eternal and indissoluble bonds, and is He likely to forget the soul that He has taken to be his own? I bear upon my heart the stamp, the mint-mark of His ownership, the brand-mark of my Master, and is it possible He should forget me? The darkness cannot hide me from Him, and the storm cannot drown my voice."

You, my friends, are His, I trust. You are His sheep, though some of you have wandered; you are His coin, bearing His mint-mark, though it has been defaced by many things. You are His sons, although prodigal sons gone into the far country. But I pray God you may come back to your Father, that He may meet you with His kiss of welcome. Even when you leave your home and go on board ship to the ends of the world, you may say, "I am His, because He made me; I am His, because He redeemed me; I am His, because He won me; I am His, because I have come back to His arms; and wherever I am, God will care for me."

The second part of Paul's secret was that he knew he was doing his duty. He was on his way to Rome. He had been brought up in the provinces, so to speak, and had often wanted to go to Rome, the then London of the world. He thought if he could get to Rome, he would be able to teach the whole world, because

Rome was the metropolis of the world. He had even prayed that God would take him there. But God sometimes answers our prayers in a queer fashion. Paul never thought of getting to Rome tied to a jailer on a creaking corn-ship that seemed likely to go to the bottom. When we ask God for anything, He often sends the answer in a different way from what we expected. I have lived long enough to know that, though the packing case may be rough, there is always something good inside. So it was with this answer. God said, "Yes, Paul, I have heard your prayer; you wish to go to Rome; I will send you—carriage paid; you shall have a trip there for nothing; the Roman emperor shall pay all." That was the way God answered his prayer. He knew he was on the path of duty, that God had just marked out his course; that if the pathway of his life left the sunny upland and dipped down into the dark valley, it was still his Father's, because it was the path his Father chose, and he knew God could make no mistake.

So, brothers and sisters, it is with all of us in life. The one thing that brings comfort to a man's heart is to know that he is just on the path of duty where God put him, and that if danger, and peril, and scorn meet him there, God, who sent him, must take the responsibility. I like this new bill they are passing just now through the House—the Employers' Liability Bill. I love to feel that God is my Employer, and that He is liable. When God sends His servants upon His errands He takes all risks, and when you are doing God's work—you may be a sailor before the mast, or a petty officer, or a captain, or a mission-

ary to sailors; or you may be just a poor working factory girl, or tradesman, or wife and mother; but if you are on God's track, and you know you are pursuing God's faith—the course that lies across the ocean—then, let the storm come, God is responsible for carrying you there, and you may sleep in the midst of it like Paul himself.

The third part of Paul's secret was that he was a man of prayer, for the text says that God granted him all the crew. "Why," the centurion must have said to himself, "I never saw a man like that before; he never swears, and is always praying; when other prisoners pray they generally put a god before them; but as for this man he does not seem to have a god as far as we can see." There he was morning and night pleading with God; "My Father, spare these poor soldiers and sailors; they don't know what they do, they don't know Thee; they cannot pray themselves; but I pray for them. Spare their lives for Thy dear Son's sake." I speak feelingly of this; for I prayed thus once when crossing the Atlantic in one of those big liners on a night of awful storm. I had crossed the Atlantic some five times, but never in a storm like that. It seemed every moment as if the mighty Atlantic waves were booming, booming, booming against the ship, making her shiver from stem to stern. There, in my cabin—my state-room—I thought of sailors exposed to the storm whilst we were comparatively so comfortable within. I could not sleep, and instead got down on my knees, and for the first time in my life I spent the whole night on my knees in prayer. It seemed as if God came to me and said: "You must

pray; I can trust you to pray; go on praying; and by your prayers you shall win the safety of the vessel and crew." As day broke I was very tired, but I felt a cessation of the storm, and I knew in my heart that God had answered my prayer, and all would be well. Now I say when a man gets hold of God in prayer, and wins from Him an answer, that man may have been kept awake a few watches, but after a while he falls asleep soundly in the midst of the storm. Mr. Moody was in just such another storm, and in the midst of it went and spoke to all the passengers gathered together in the saloon, prayed with them; and then went back to his own stateroom and fell into the sweetest sleep; and during that sleep they saw a distant vessel that came to their relief. Prayer, my brothers, gives heart's-ease. What will not prayer do on land? What will it not do at sea? Do you not feel, brothers, as if God will give to you praying seafaring men—thank God, through the agency of this society such men are multiplying—if you wrestle, if you lay hold upon Him with both your strong arms, that He will give you the whole crew? Why, how many of these men here might not win the whole crew for God by prayer and consistency? How many a father might win the whole crew in his little home of which he is captain? How many of those girls working in factories might claim the whole room of girls for Christ, so that God would say, "I have given thee the ship, and all that sailed with thee."

I think, fourthly, that heaven was near to him. "An angel said to me." I believe that sailors sometimes talk about the little cherub that sits up aloft and cares

for poor Jack! But, thank God, His angels don't merely sit up aloft; they come down on the ship. That is what this angel did. "There stood by me an angel of God." I do not care for angels up in heaven, or for angels on "the edge of the storm." I like angels down in the storm, alongside. And that is the way this angel stood near Paul. Is it not lovely? You know, of course, of Jacob's ladder, how the angels came down and went up it, and it seemed to that lonely man as if that bit of bleak moorland was as near to heaven as his own father's house which he had left. But, after all, it is not so wonderful to think of God coming down to moorland, because it seems as if that calm country should be linked to God; but it seems very different that God's angels should find their way to an old, creaking cornship in the midst of the storm. I believe that angel came straight to the ship in which Paul was. He knew where it was, and he came straight to it, and stood beside him. The fact is, that when a man is in the centre of God, he has got the circumference of God all round, and when you have God in the heart, you have God's angels around to minister to you. There is no storm so thick that the angels cannot see you, and no wind can blow them out of their course, and no peril in which they cannot help. But oh, my brothers, if it should be God's will for you to go down as many a brave man has gone down before you at sea, then the angels are there also to bear you to the bosom of Christ, and the way to heaven is as quick from the ocean as it is from the little village where you first saw the peep of day.

I may not keep you long, but I

think the last and the best secret that Paul had was a good conscience. He and his conscience were able to look each other in the face. The word conscience is Latin, and means to know yourself. It is you and your better self knowing each other, and the man who is right with his better self is a happy man, and the man who is wrong with his better self is a miserable man. When a man can get at the end of a day's work, or at the end of a voyage, and look his best self in the face, he has not acted unworthy of it; he has done nothing to be ashamed of, nothing he would mind telling his wife, nothing the purest woman might not be cognizant of. I say that man is right with God and man and himself; he is a man who could sleep in the midst of a storm, having exercised himself to have a conscience void of offence before God and before man. It may be that the sailor is tried more than most men; it may be because he is pent up on the ship that he feels when he gets on shore as if there must be compensation for the long captivity, just as the heart by constant dealings with the great works of God may be made soft and impressible and the more open to any influence that may be brought to bear upon him; so it may be with the sailor, and then he says to himself, "There is no one to know and see," and all his mates are inclined to do things which are not as they should be. Thus a sailor is very, very greatly tempted; and a man with a bad conscience is just worried and mortified and ill at ease. A man like that is not a man that one cares to be with in the midst of a storm. He not only fears death, but fears what will come after. Now if any of you have an evil

conscience, there is only one way by which it can be made a good conscience, and that is by sprinkling it with the blood of Jesus. If there is any man who knows his past is not better than it ought to be, who has said and done things he blushes to remember, there is one thing, and one thing only, which can obliterate the memory of that past, and make the conscience good and clean, and that is the precious blood of Christ.

I pray you that you may have that blood sprinkled now, and that come what may, whatever danger it be, you may carry through the storm a good conscience with a sense that God is near, as a man of prayer and faith. Then, though you have only a ship biscuit, it will be like a sacrament, and out of that storm will rise up the constant prayer of your faith to the Almighty. May God give it you for Christ's sake. Amen.

The Night Watch.

Ben Saunders was keeping the night watch on the deck of the good ship *Mary Ann*. Many a time had he fulfilled his duty during the last twenty years, but to-night he was singularly impressed with the beauty of the heavens as they glittered in their starry glory.

The night was clear and bright, and not a sound was to be heard but the rippling of the waves against the ship, the occasional flapping of a sail overhead, and the movement of the rudder at the other end of the vessel.

Ben remembered just such another evening when he was a boy at home, when he walked from the town with his old teacher, and the stars shone out just as brightly as they did to-night. There came back to him as if it were but yes-

terday the quiet country lane, down which they strolled, and the still air, and the teacher's voice as he pointed out to him various constellations.

"Ah, he were a good chap, he were!" said Ben to himself, as he recalled various acts of kindness that his teacher had done. "Nor were he far wrong either in what he said about the sailor's life. It's tolerably rough, so it is, and many a chap wouldn't choose it, if he had to begin over again."

And then he thought of his mother, remembered how the night before he went to sea she took him away by himself and prayed with him.

"Ben," she said to him, "you are going among a lot of rough men—I hope not bad ones, my boy; but remember your mother would rather see you come back a good man, than captain of the biggest ship that sails."

"Poor old soul!" said the sailor to himself; and a tear dropped down from his eye as he thought of his mother's love. "I am afraid she wouldn't be very proud of me if she knew all about me.

"Not that I've been so very bad"—and he thought of men who were worse—"but then I knew better than they did; if I had stood firm at first, so might they. Oh, mother! mother!" he thought bitterly, "I'm glad you don't know all."

But then there flashed through his mind, "But God does!" And he walked slowly up and down the deck that night, and there seemed to be a strange unseen presence around that filled the air, and seemed to look on him through every glittering star in the heavens.

"Poor mother! shall I ever meet her now? She's gone—'home'

she said, and sent me word that Jesus Christ could save me."

"How strange it is," thought the man, "that all this should come back to me now. I thought I had forgotten all about it. Will God have mercy on me, I wonder?"

And then alone on that deck the sailor raised a prayer to God. It was pardon for a mis-spent life that he craved. And, strange as it may seem, then in that silent hour God met him.

A strange peace came into his heart. He would trust Jesus Christ as his Saviour. To him it was the hour of mercy. His mother's prayers for him were answered there and then.

And I believe God often comes to us in this way—a feeling of dissatisfaction with the life we live, and a longing for something better. We do not always know what it means, nor whence it comes, but it is God's voice, uttered in our secret souls, calling us to Him. If we prayed then Jesus Christ would save us.—*J. Scott James, in Friendly Greetings.*

The Captain's Conversion.

I can vouch for the statements made in this communication. The pastor referred to is living in this region and is a successful, active and beloved minister, though not now young. He received his first call from a feeble church, and began his labors in a hall. The salary was small. Connected with his congregation was a prominent and wealthy man of the village, who pledged himself to pay a quarter of the pastor's salary and a quarter of the cost of a church building whenever the people thought they could erect one.

Shortly after our young pastor had been installed he was introduced to this man, Captain Choat, who, while he made himself agreeable, insisted on one stipulation—that the pastor could preach as he pleased and set forth the claims of the gospel, including the necessity for repentance and salvation, in the plainest terms, “but,” said he, “you must never say one word to me about this, or speak to me upon the subject of personal religion—never.”

Shortly after his first interview with the captain the young man entered his study on a Tuesday morning, took his Bible and began searching for a text. Upon the first page on which his eye rested he distinctly saw the portrait of the captain. He was amazed and turned over leaf after leaf, and on every one the portrait appeared. In vain he sought for a text, and closed the book, saying to his wife, “I am going out to make some calls.” He did so, but the portrait was continually before him and wherever he called it stared him in the face. On Wednesday morning he entered his study, took his Bible again and searched diligently, but in vain, for a text. Every page was luminous with the captain’s portrait. He closed the book in despair and decided to make a few more parish calls. From house to house he went, but was haunted at every step and in every house with the portrait. Thursday came with the same experience. He was now alarmed, and his wife was more alarmed as they thought of the pulpit. Friday morning came, without his having made the slightest progress in pulpit preparation, the portrait still staring at him from every page of his Bible upon which his eye rested. He

had no barrel of sermons from which he could select two for the coming Sabbath. In despair he started out again for pastoral calls. On he walked almost unconsciously, but never without the portrait before him. He neared the captain’s house. The door opened and the captain stood before him. Putting out both hands, he exclaimed, “I have been expecting you, and I knew you would come. Come in.” And with tears in his eyes he told his pastor that he felt he was a lost sinner. He pleaded for help that he might find salvation, and before they separated the captain had given his heart to the Saviour. No trouble now about preparation for the pulpit. The young pastor’s heart was full. His Bible was no longer a sealed book and preaching was easy. He now knew that God had hedged up his way in sermon preparation and had plainly told him to go to the captain’s house and tell him the story of the cross. God went before him. A revival followed. Let the youthful pastor learn a lesson from this brief history and be afraid of no one in the performance of duty.—*B. W. Williams, in The Congregationalist.*

The Under-Tow.

On the shores of Maine at Wells Beach, last summer, was gathered a company of bathers enjoying the cooling sea-water in the heat of a burning sun.

All was merriment as they sported in the boisterous surf. Led on by the pleasure of refreshing excitement, they steadily moved farther out—a little farther still, while friends on the shore called to the thoughtless group.

But the repeated remonstrances availed nothing, as they laugh-

ingly dispelled fear and imperiled their lives. A little under-tow was apparent, just enough to invite hazard and allow them still to "hold their own."

But soon the sense of insecurity dawned like a horrid nightmare upon the now alarmed and helpless circle. They fought desperately to reach the shore, manly arms wrestled with the waves, while eager and frantic friends ran to and fro on the shore in despair.

But the under-tow was now the master and drew them under, baffling their strongest efforts, till each and all sank into a watery grave simply because they dared to run a risk.

There is an exhilaration in earthly scenes, but oh, we forget there is a ceaseless gaining under-current which is pulling us a little farther out, a little farther, until we shall have resisted the Spirit's last call and are borne seaward.

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

At Stations on the Foreign Field.

Sweden.

SUNDSVALL.

The Rev. E. ERIKSSON writes on July 1:

During the quarter I have preached 65 times, had 37 prayer meetings; visited 263 vessels, 72 lodging houses and 19 sick persons; distributed 400 tracts, 100 religious books, 97 Bibles and Testaments, and other reading matter, in the German, English and Danish languages.

My heart was filled with sorrow when I learned of the death of the Rev. N. P. WAHLSTEDT. Converted in early youth, at once he went to work for his Master, and the many years he has been a minister of the gospel he has been a faithful servant; many souls have been won to Christ through his labor.

GOTHENBORG.

Mr. CHRISTIAN NIELSEN writes on July 1:

Our joy has not been unmixed and will never be as long as sin reigns. Some young sailors of whom we had expected better things have gone into sin, and consequent suffering. A sailor sixty-three years old whom I met in the read-

ing room in a filthy condition received clean clothes and a hot bath. Born in Sweden he emigrated to the United States when very young. He served in the Federal navy during the war. He married in London, lived a wild life, through which his home was broken up and his children scattered all over the continent, and he was left homeless and friendless. Having been wrecked on a German vessel on the coast of Germany, at his own request he was sent to Sweden, where he expected to find some friends, but found none. My heart was filled with pity, and as we kneeled to pray I could not keep back the tears. The captain of the steamer *Panther* kindly promised me to take him across to England, so I provided him with food for four days and gave him an English Bible. Before he left he came to say good-bye, and said "I am determined not to come into the same condition again. Will you not pray with me once more?"

Some time ago I boarded a Gothenborg ship with a book-bag for the crew. The captain appeared to be thankful for this and begged me also to furnish the cabin with a few books, which I did. In a conversation the captain confessed that he was a drinker. I pleaded with him to throw the liquor overboard and surrender to God, but he would not. At last he said "I will promise not to buy any more

when this is gone." A short time after this I was informed that the captain was dead. On a dark night in the port of Malmö, under the influence of strong drink, he walked into the water and was drowned.

Last summer a young boy jumped overboard and was picked up by a Finnish vessel and landed in Calais, where the consul placed him on board the *Neutral* bound for Gothenborg. The captain was interested in the boy and intended to keep him on board, but when he learned that the boy had stolen some articles from the vessel from which he jumped overboard (because of cruelty to him by some of the rest of the crew), he sent him on shore. The boy came to me and confessed the whole truth and asked me to help him, and I got a Christian captain to take him free of charge to his home in Sundsvall. Yesterday I received the following letter:

"It is almost a year ago since you, when all others despised me for my wrong-doing, helped me out of my troubles. I have never forgotten you or what you have done for me, but I have been ashamed to write because I didn't keep my promise to make an effort to change my life. Only two months ago I begged God to forgive my sins, and I am glad that I believe in the forgiveness of sin and that I am a child of God."

Another encouraging fact is that since the opening of the Seamen's Bethel the visiting at the other reading-rooms has largely increased. More sailors have taken up their abode at the Sailors' Home this year than for years previous, and the visiting of sailors to the low boarding places has decreased in proportion.

The starting of a benefit fund for poor sailors is an important step forward in the work. Although it is but small it has already been of much blessing, and I wish through the SAILORS' MAGAZINE to thank those who have given help in money or clothing; to the British Consul, Mr. DUFF, for his kindness and for allowing me the use of the boat belonging to the Institute when my own got unserviceable; also to Mr. LUDVIG HOLLBERG for allowing me a free pass on the Holland Steam Company's boats to visit the seaports along the coast in behalf of our mission to seamen.

Services have been held on shipboard and at the Seamen's Bethel, also in St. John's Church, where my friend and co-worker, the Rev. Mr. BOHLIN, preaches every Sunday morning. I have also in-

vited sailors to open-air services, where the Rev. P. LUNDEN and I have preached the gospel, at one time to more than two thousand souls. Four meetings have been held in the vicinity among the fishing population. Rich blessing has been experienced in all these meetings.

Most of my work has been centralized in the Seamen's Bethel, where Mrs. NIELSEN is filling my place when I am engaged visiting vessels or having meetings elsewhere. The Rev. Mr. BOHLIN is giving much attention at the reading room at the other end of the harbor, where he is sowing the seed of the gospel. The work at the hospital is still found a most precious part of our labor.

Number of religious services held in chapel, 15, on shipboard, 18, in hospital, 24, elsewhere, 19; prayer meetings, 18; average attendance of seamen at religious services, 29; religious visits to hospitals, 28, on ships, in boarding houses and families, 425; Bibles and Testaments distributed, 54, tracts, &c., 3,000, book-bags, 25.

Denmark.

COPENHAGEN.

The Rev. A. WOLLESEN writes on July 1:

Aided by my assistant thirty-two visits have been made to our various hospitals, tracts and portions of Holy Scripture have been distributed. The results from these visits have made us rejoice. On April 11 we witnessed the remarkable conversion of a Danish sailor who for thirty-one years had lived a dissipated life. At first he appeared very bitter; "Don't annoy me," he used to say, turning his face to the wall; but after a sermon on the gospel as the perfect thought of God for a lost world, he was melted, and from that day the Holy Ghost became his divine teacher. His conversion, his tears and prayers to the Holy Spirit to reveal the crucified Redeemer to his fellow sufferers, and his triumphant departure made such an impression in the ward that two souls, a Norwegian sailor and a young painter, were converted and five others deeply impressed with the need of a Saviour. To explain words of truth and grace to the sick and dying has ever proved sanctified moments in our experience, and I can report the salvation of ten souls, and a still larger number whose

language is "tell us more of Christ and how to gain an interest in His atoning blood."

Four hundred and fifty-six ships have been visited and revisited. Vessels of all nationalities on their way to or from the Baltic as a general rule touch this port for orders, provisions, or waiting sometimes for a fair wind. During the summer season sailors often complain of the days being too hot to attend the meetings in the evening, but they are as full of interest as ever, and many have been led into the heavenly road.

On May 24 we listened to the testimony of an American sailor from Ohio, and many were moved to tears by it. "I have heard much about Jesus," he said, "but not in such a way that it took hold on my heart. In my early youth I read infidel books; it was not my mother's fault; no, she did all she could to bring me on the right way, God bless her, but there were others who had influence over me. What I have suffered as a consequence of this all these years no one knows. Only two weeks ago I realized that Jesus is able to save sinners, and although I have often heard I could not believe it. I now know by experience the Christian life is a happy life." Another sailor said, "I have been a backslider for fourteen months and in that time I have lived in the worst misery a man can live in. In my letters to my dear mother I did not tell my sad story, but in my last letter I told the truth, and how happy I am that I could state the fact that I have made a new surrender, and that divine power brings home to me the words, 'He that cometh unto Me I will in no wise cast out.'"

April 6 was a day long to be remembered by the population of Dragor, for on that day the cornerstone was laid of the intended mission house. The clergyman of the parish was asked to lay the cornerstone, which he very kindly did, and put his church at our disposal for the occasion. As large an assembly as the church could contain was present. After services in the church we went in procession to the lot near the harbor, where the pastor conducted the services in the presence of an assembly of three hundred men and women. He prayed for our future efforts, blessings upon our Sabbath School, seamen's reading-room. The audience was solemnly impressed, and many went home rejoicing.

Number of religious services held in chapel, 41, on shipboard, 14, in hospital,

8, elsewhere, 6; average attendance of seamen at religious services in April and May, 100, in June, 40, of others, 50; religious visits to hospitals, 32, on ships, &c., 456, in boarding-houses and families, 95; Bibles and Testaments distributed, 214, tracts and printed sermons, 4,200.

Belgium.

ANTWERP.

The Rev. J. ADAMS writes on July 12:

Although there has been nothing of a striking nature, yet our work has been carried on steadily and with many evidences of success. The attendance at our services, Sundays and week days, has been on the whole very good. Opportunity has arisen and has been used for religious conversation with several, both on board ship and in the reading-room.

The Board of Trade has sent a representative to Antwerp for the purpose of sending home crews that are paid off here. In three months three hundred and forty-nine have been sent away by this agency. Naturally this work is not approved of in certain quarters, but it is one which we welcome; for, whilst diminishing the number of sailors in Antwerp and so lessening to a certain degree our sphere of labor, it is beyond doubt a great benefit to the men and their families.

We celebrated the Queen's record reign on June 22 by a free tea to seamen. Mr. J. W. HUNTER, the president of the Antwerp Seamen's Friend Society, gave the tea, to which one hundred and forty-four of all grades of seamen came. A most enjoyable and profitable time was spent.

I am glad to be able to announce that our society here has appointed Mr. J. NUTCHEY to be my assistant. Mr. NUTCHEY has followed the sea for seventeen years, and for two years was working with the New York Port Society. He is an earnest Christian and comes to us therefore with full qualifications, and has so far justified the high recommendation given by Mr. BOULT, pastor of the Mariners' Church, New York. I trust this new departure will be abundantly blessed by God to a large number of seamen coming to this port.

Number of American ships, &c., in port since last statement, 10, all others, 1,381; religious services held in chapel, 114, on shipboard 1; attendance of seamen at religious services, 5,160, of others, 2,865;

religious visits to hospitals, 19, on ships, &c., 1,052; tracts distributed, 3,304.

Japan.

YOKOHAMA.

The Rev. W. T. AUSTEN writes on July 7:

We continue to have good attendances of seamen at all our religious services, and social meetings, etc. We have held regular Sabbath morning services on the U. S. S. *Yorktown* for some time past, but this vessel left last week to visit Kobe and Nagasaki. Several nice letters have been received from officers and seamen, referring gratefully to the times of refreshing they have spent at our mission-rooms during their visit to Yokohama, a sample of which I will enclose.

I am sorry to report that my wife has again been laid aside by a severe illness, brought on chiefly through overwork. She is now by God's blessing slowly recovering and has been ordered by her medical adviser to spend several weeks in the mountains, which we hope may do a good deal towards restoring her health and strength. It is just ten years since we arrived in Yokohama from New York, returning from our last furlough to England and the United States.

Number of American ships, &c., in port since last statement, 19, all others, 329; religious services held in chapel, 37, on shipboard, 7, in hospital, 9, elsewhere, 22; average attendance of seamen at religious services, 20; religious visits to hospitals, 44, on ships, &c., 791, in boarding-houses, 91; Bibles and Testaments distributed, 4, bags of reading matter, 75; religious visits to consular prisons, 40; social, magic lantern and temperance meetings, 33, with a total attendance of 1,417; seamen using the reading room, 3,643; officers and seamen using the *Gleaner*, 1,057; officiated at one naval officer's funeral service.

"PORT TOWNSEND, May 27, 1897.

"Our stay here has not been as pleasant as in Japan with you, and may God follow you on all your ways. I thank you so much for your kindness to me. I shall never regret the step I took and shall always hold fast, that you may rely upon. And may God open the eyes of all to find the road to heaven, and thanks be to God for His great goodness towards me that I have it so well, so well; may God help all sinners to get on the right road!"

India.

BOMBAY.

Mr. F. WOOD writes on July 5:

Number of English ships in port since last statement, 17, *Lascar*, 35, all others, 23; religious services held in chapel, 31, elsewhere, 7; average attendance of seamen at religious services, 20, of others, 5; religious visits to hospitals, 4, on ships, &c., 183; Bibles and Testaments distributed, 36, tracts, &c., 400.

Chile, S. A.

VALPARAISO.

The Rev. FRANK THOMPSON writes on July 5:

A great change is taking place in the character of our shipping. Formerly we had a large number of medium-sized sailing vessels, mostly British, trading regularly to this coast. These have mostly disappeared, and in their stead we are now getting a smaller number of large sailing vessels, many of them four-masted, and also an increasingly large number of cargo steamers. The changing conditions of trade materially affect our work. Steamers remain with us but a few days, their steam facilities for discharging cargo enabling them to get through a great deal of work in a short time. The sailing ship fleet remains for weeks and often months. What we do for the crews of steamers must be done quickly and under high pressure, and sometimes to the temporary neglect of other necessary work. If the right sort of man, Scandinavian, could be had he might be most usefully employed in visiting and working amongst the steamers alone.

The meetings on board the *Hopeful* are well attended, varying in numbers with the number of vessels in port. A severe cold this winter laid me up for a couple of weeks, but the work has been carried on with success. I am again quite strong and trust the approaching summer will be more favorable for me. Our seasons are just the opposite of what they are in the United States.

I am grateful to be able to say that "crimping and crimps" are practically dead here. Through the persistent efforts of the foreign consulates and the ready co-operation of the port authorities the nefarious business has been rooted out. There is a case now and then where

a useless man is encouraged by his captain to run away from his ship, but as such characters become a tax on the foreign colonies it can be done but seldom, as both consuls and merchants are interested to prevent it. In most cases such men are at once sent home if they are Britishers, as they almost always are; a steerage passage is provided for them when they cannot get a chance to work their way. I know of no foreign port where there is so little abuse of the sailor as in this port of Valparaiso. But this state of affairs has come about by merchants co-operating with the sailors' mission and with each other, and the various foreign consulates in persistent efforts to suppress it. Fortunately, also, we have had the government authorities on our side. But we have had to work for it. Now a "crimp" may not show his face amongst us.

Number of ships, &c., in port since last statement, 255; religious services held in Bethel, 12, in hospital, 11, elsewhere, 6; average attendance of seamen at religious services, 47, of others, 4; religious visits to hospitals, 18, on ships, &c., 162, in boarding-houses, 10; Bibles and Testaments distributed, 17, tracts, papers, magazines and books, 1,017; visitors to reading room, 400, all seamen.

Argentine Republic.

BUENOS AYRES.

Mr. THOMAS MCCARTHY writes on July 7:

Major PEARCE, of the Salvation Army, kindly lends assistance every third Sunday in the month by sending an officer to conduct our evening service. Doubtless you will already have heard of the death of your late consul here, Mr. E. L. BAKER, lamented by all who had any connection with him. He was beloved by everybody, and by his death the Home has lost one of its staunchest friends.

The U. S. S. *Yantic* has by this time arrived at New York; she has on board a Mr. J. COLBURN, as earnest a Christian as I ever met; he writes me often and sends me the *Golden Rule* after he has done with it.

I wonder whether you met a Mr. COLVIN, [referred to in Capt. DOLLAR's report in this Magazine] styled "sailor missionary," in New York some months ago. He shipped on the bark *Cuba* and came to Buenos Ayres. He spoke at two or

three of our meetings with great power. He eventually shipped on board the steamship *Georgian Prince*, where the Lord blessed him, the steward, an earnest Christian, and the cook, a recent convert, to the salvation of one of the firemen.

The Jubilee of Queen VICTORIA has been the means of a great amount of real good work done towards the poor classes, the sick, the widows and orphans, and last, but not least, to the sailor, he who has helped to make the empire what it is to-day—the empire of commerce.

Right here in Buenos Ayres a handsome "Victoria Sailors' Home" is to be the result of the extraordinary long reign of the Queen, and we trust that many will live to bless her name because of the Home, which we pray will be as a bright beacon to attract many a tempest-tossed sailor from the false lights put along the shore by the wreckers of Jack's happiness and morality. May God bless our mission and Home. May we who work among the sailors do all in our power to make their short stay ashore as much like home—dear old home—as we possibly can.

Dr. MACLAUGHLIN (American Episcopal Church) conducted divine service on board the U. S. S. *Castine* each Sunday afternoon while she was in dock; the services were greatly appreciated by officers and men.

Our port works, as far as the actual docks are concerned, are now complete; consequently my parish has been increased by the opening of the dock No. 4 and the north basin. I have from the Home one way about two miles to traverse, and from the Home the other way not much less than four miles (on only one side), the latter distance being taken up entirely by the four docks and two basins, while the former distance answers for the Riachuelo, commonly known by the sailors as the "Boca River." From that you can understand how large my parish is.

Capt. FICKETT, of Portland, Me., sends down occasionally good, large parcels of magazines, such as *Harper's* and *Century*. You might publicly thank him through your excellent Magazine. A gentleman who has helped me recently in my meetings is a Mr. GARRATT, belonging to the Friends of Ohio, a grand fellow who knows his Bible and how to use it. Another gentleman, Mr. OPPEGAARA, an Americanized Swede, has also helped me in the meetings.

Meetings held in the Home, 38; attend-

ance at same, 489; visits to ships, 245; tracts, magazines, books, &c., distributed, 3,837, portions given, 137.

ROSARIO.

Mr. GEORGE NYE writes on July 19:

We have had very hard times, trade very bad and few vessels in port, but our meetings have been well attended. I make it a point to visit every vessel and some I visit frequently, and from every vessel some at least have attended, then I have conducted the meetings so as to make them attractive, for instance, our Thursday evening gospel meeting is really a service of song. These meetings are much appreciated, as is seen by the much larger number attending. On Saturday evenings we have a tea meeting, free; the cake is always given by our friend, Mr. DYER. This is our "International Temperance Free and Easy," held from 8 till 10 o'clock. The large room is always crowded, and we have songs and hymns in various languages. Sometimes the men would like to continue on until the small hours. On Sunday evening the Rev. W. H. T. BLAIR has been conducting church service for several weeks.

The spiritual part of my work has been very encouraging; several after leaving the Home have written to say they are happy in the love of Jesus. A few weeks ago a man in great distress cried "Oh Christ, save me. I want to come to Jesus. I have a Bible in my chest, but I never read it. I ought to have come out last night, but something kept me back, and now, can God save me?" I took him into my office and told him of the love of that Saviour who was willing and able to save the chief of sinners. "He died to save you," I said. "Oh, but you don't know how bad I am, or you would not say that." After prayer he realized that Christ was willing to save him and he went away happy, truly happy. I have just received a letter from him saying he is still trusting in Jesus.

I am glad to say that the SAILORS' MAGAZINE is very useful in my visits, both to hospitals and ships.

Number of American ships in port since last statement, 6; religious services held in chapel, 13, elsewhere, 4; average attendance of seamen at religious services, 50, of others, 4; religious visits to hospitals, 43, on ships, 78; Bibles and Testaments distributed, 95, tracts, &c., 1,100.

At Ports in the United States.

New York.

SAILORS' HOME.

Capt. DOLLAR writes on September 15:

I am happy to state that we have had at the Sailors' Home this last month some very spiritual meetings and also some hopeful conversions. P. O., a Swede, and F. A. have both openly confessed their faith and have given testimony to saving grace. A. B. sails on a voyage to New Zealand, a new man in Christ Jesus; he and O. go on the same ship. Many others have desired us to pray for them. May we not ask the readers of the Magazine to follow these men with their prayers.

I am more convinced in my work among seamen daily of our lack of faith in the promises of God, "If ye abide in me, and my words abide in you, ye shall ask what ye will, and it shall be done unto you."

Mr. WM. COLVIN, the sailors' friend, has again arrived at this port. He speaks highly of Capt. FLETT, of the S. S. *Geor-*

gian Prince. Although not a professing Christian he has given encouragement to those of his crew who were trying to work for the Lord on board of that vessel. Would that every shipmaster would do the same! Brother COLVIN, the steward and one other man met daily in a spare room to worship God. Soon two of the firemen joined them; so by a consistent life one more of the crew testified to the saving power of Christ. Soon the cook and a sailor who joined the ship at Santos came out on the Lord's side. Arriving at Buenos Ayres Mr. FOSTERJOHN gave them a hearty welcome and the use of the Seamen's Home to hold meetings. Mr. MCCARTHY, missionary of the Sailors' Home, visited their ship frequently, and the Rev. Mr. KNYE had a special service on their account. Dr. GREENWOOD, of the Methodist Boca Mission, gave them a hearty welcome, and also the members of that mission. The crew of the *Georgian Prince* attend the sailor missions while in port and tell what great things the Lord has done for their souls. We were very glad to welcome them at our

Saturday night meeting in the Sailors' Home.

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THE NAVY YARD.

Mr. J. M. Wood writes on August 31:

In the last six months I have received seven hundred and eighty-six comfort bags, from New York, New Jersey, Pennsylvania, District of Columbia, Connecticut, New Hampshire, Maine, and Vermont, and they have been distributed upon the following ships of war, viz.: *Terror, Indiana, Massachusetts, Vermont, Cincinnati, Puritan, Alliance, Ericsson, Brooklyn, Detroit, New York, Iowa, Essex, Helena, Texas, and Annapolis*, also at the Naval Hospital, Brooklyn, and U. S. Naval Home, Philadelphia.

The prayers of God's people in all the States enumerated are following these messengers of love, and hundreds of kindly Christian letters have been written pointing out the way of salvation. Besides large numbers of tracts, seven hundred and eighty-six copies of the New Testament have gone with these bags, and God has said His words shall not return unto Him void. Ninety-nine different churches and societies in these States, representing as many cities and towns, have united in this work, and each one has received a personal letter of thanks from me, and much seamen literature explaining the object and need of the AMERICAN SEAMEN'S FRIEND SOCIETY.

I was exceedingly glad to receive and answer the following letters from men on our vessels of war this month:

"Could you read my heart, you could tell how glad I was to receive your letter and the tracts you sent me, but I cannot express it in words, and when I knelt for evening prayer I did not forget to ask God's blessing upon Mr. and Mrs. Wood and their work in Brooklyn. My mother died when I was fifteen years of age, and I have had to look out for myself ever since. Before she went to glory she put her arms around my neck and told me about Jesus, and after the grave had closed over her I commenced to think of her counsel, and right there I reached a point where I had to choose between good or evil, and one night I received the light and was led to the blessed Saviour. Since I have been on this ship I have yielded to temptation, and not having the influence of the church to help me, I have drifted a little, but I still trust God and read my Bible and

have daily prayer, and should I be called now to leave this world, I know God would receive me into His Kingdom. I pray the dear Lord to bless you for remembering me (the least of His) and that His only begotten Son be with you and Mrs. Wood forever."

"I want to thank you for your kindness in sending me a comfort bag, and most of all for the Testament, for I wanted and needed it more than anything else. I am positive I would like to lead a better life, and I am trying my best to do the right, but temptations are plentiful all around me on board ship. I want to tell you that your kindness has consoled me greatly, and I am in debt to you for a good many things since you wrote that first letter to me. My best wishes to you and Mrs. Wood."

"I was very glad to hear stirring news of the good work going on at the Navy Yard and may God bless your faithful efforts. Surely these brethren of mine crave our most fervent prayers and heartiest sympathy. AARON was a strong man, gifted with powerful, persuasive speech when backed by MOSES, but when alone with the people he yielded to temptation and fell. What we all need is sustaining power from on High to take sides for righteousness against sin, come what may. Oh for an honest seeking after God! I fear and tremble at myself, lest I am too often selling my birthright, but, thanks be to God, I look to Him with the fervent desire of the smitten Israelite, knowing full well that a look at Him gives life and cleansing from the deadly poison of sin."

"I received your kind and brotherly letter and was very glad to hear from you. I am still pressing forward to the mark of the high calling of God in Christ Jesus. Your comfort bag has been a source of great comfort to me. I just got to enjoying your meetings greatly when we had to leave, and I rejoice to know of the rich blessings that are being showered upon you."

It afforded me great pleasure recently to call upon two commanding officers of vessels in our Navy, under whose command I had the honor to serve some years ago when in the old life of sin, and they gave me a cordial welcome, and were very glad to know that Christ was my Saviour, and that I was engaged in such a glorious work. Both of them are earnest Christians, and one on whose ship no chaplain is attached conducts divine service in person every Sabbath.

At the request of the commanding officer of the *Cincinnati* I was glad to furnish that vessel with a supply of Manuals of Worship and Gospel Hymns, as he intends to conduct services on board his ship. These books were supplied, of course, by the AMERICAN SEAMEN'S FRIEND SOCIETY, who readily granted my request for them. I have also furnished this vessel with a portable organ. It is most gratifying to note the spread of the gospel in the Navy.

During the month, while Chaplain BOOROM has been absent on leave, I have endeavored to preach the glorious gospel of the Son of God in the Hall here in addition to my other duties and, while conscious of my own weakness, I feel that God has blessed the message and the messenger.

I have received a large number of assorted tracts from an unknown Canadian donor, and a gentleman in Belfast, Ireland, has written me that he will be glad to supply me gratis with any quantity of tracts in any language. These friends are very kind, and we greatly appreciate their gifts. A Christian printer in Massachusetts has also sent me a number of the most artistic cards and tracts I have ever received. Also large supplies of reading matter from churches in Hackensack, N. J., and Mt. Vernon, N. Y. Forty comfort bags have come to me during the month from Orange, N. J., Portland, Me., and White River Junction, Vt. Despite the extreme heat the services here have been largely attended and the Master is always with us. The Spirit of God is moving upon the face of the waters and many sailor hearts are being touched and filled by grace divine.

Alabama.

MOBILE.

The Rev. R. A. MICKLE writes on August 3:

Number of American ships, etc., in port since last statement, 5, all others, 36; religious services held in chapel, 9, in hospital, 6; average attendance of seamen at religious services, 10, of others, 13; religious visits to hospital, 12, on vessels, 30, in boarding-houses, 5; Bibles distributed, 5, and many magazines and papers; 6 seamen asked for special prayer for themselves.

The Bethel Auxiliary gave the month-

ly concert as usual on the third Thursday night of the month. It was well attended by seamen and citizens. The reading-room is open daily from 9 a. m. to 9 p. m. Writing material is free, and many a letter is written by sailors to their loved ones far away. In cases where the sick at the Marine Hospital are not equal to the effort, the chaplain writes letters for them, and replies are received through him which comfort them in their loneliness. During the past month, in particular, it has been the chaplain's privilege to relieve quite a number of sailors from circumstances of sorrow and trouble. In one instance through the help of the secretary of the AMERICAN SEAMEN'S FRIEND SOCIETY, one poor crippled seaman was furnished transportation from Mobile to his home in Portland, Me. In another, an unfortunate sailor was discharged from imprisonment here and allowed once more to sail over the sea, as free as a bird. Several hungry, starving fellows, through the kindness of friends whose names have been often mentioned in former reports in this connection, have been fed and thus enabled to keep soul and body together until shipped. These charitable deeds make many a heart happy; those who perform them find it more blessed to give than to receive, and those who are the objects of them are cheered in heart, and the chaplain, for the mere part of being a "middle man," could not exchange his satisfaction for what the world calls joy.

Also on Sept. 3:

Number of American ships, etc., in port since last statement, 6, all others, 27; religious services held in chapel, 9; average attendance of seamen at religious services, 12, of others, 10; religious visits to hospital, 7; on vessels, 44; in boarding houses, 3; Bibles distributed, 3; and many magazines, papers and tracts. Eleven seamen asked for prayer.

The regular monthly entertainment was well attended both by seamen and citizens, and all present expressed themselves highly delighted. The chaplain gratefully acknowledges the following acts of kindness done for the Bethel during the month: Mr. MUNSTER, of Belfast, Ireland, sent gratuitously a great number of fine tracts, in Norwegian, Danish, French, Spanish, Italian, German, English, and other languages; Mr. SAMUEL TAYLOR, of Mobile, gave five dollars towards fund to purchase piano, and will give one hundred dollars to-

ward the erection of a Sailors' Home; Mr. BIDGOOD gave a gross of envelopes; Mr. LA PRADE and Capt. WOOD donated fans; the same young man as mentioned before sent New York *Heralds*. Mrs. HUDSON, Mr. RENCHER and the Commercial Club sent papers to the reading room; Mr. KLOSKEY fed two hungry sailors. These are the benefactors for August. Mobile as a port has never presented a more encouraging showing than is made September 1 by the *Daily Register* in its annual trade edition. This commercial development is largely due to the increased shipping. Now, therefore, would seem a fitting time to build a Sailors' Home. The Port Society owns a fine lot, where the old Home formerly stood. The city of Savannah, Ga., has purchased a lot at \$3,000, and are undertaking to erect a new Sailors' Home, to cost \$30,000. We would be thankful to have one to cost \$8,000 or \$10,000. It would certainly increase the attractiveness of this port, and would be of immense advantage to this city.

The men on the deep water ships are worthy to be commended. They faithfully attend the Sabbath p. m. Bible reading and song service, as well as chapel services. We are expecting a precious work to be accomplished this shipping season. A large number of ships are bound for this port. We are having the Institute and Bethel painted, papered and kalsomined, so when the ships come in everything will be pleasant and inviting.

A Ladies' Society is to be organized next month to promote seamen's work. There is plenty they can do, and we trust they will prove a blessed help to us in our labors.

Number of American ships, including coasters, in port since last statement, 16, all others, 4; religious services held in chapel, 39, in hospital, 6, elsewhere, 12; average attendance of seamen at religious services, 20, of others, 25; religious visits to hospitals, 6, on ships, 8; Bibles and Testaments distributed, 30, tracts, &c., a bundle to outbound ships.

Oregon.

PORTLAND.

The Rev. A. ROBINSON writes on August 1:

Though during the last quarter we have had but few deep water ships in port, the attendance at both the Institute and Bethel has been remarkable. The crews of the *Auldgutt* and *Glenelvan* were with us several months and the men were very faithful to the Bethel services. Often we had fourteen from one ship. The men became interested in religious services. They became members of our Floating Society. There is a marked contrast between the deep water seamen and the men on the gunboats *Monterey* and *Monadnock*. I regret to report that after our most vigorous efforts to reach the navy men, there were but few came to the Institute. For weeks our streets seemed full of them, and we left no stone unturned in our efforts to win them. My visits were most frequent on these ships. They were personally invited. The ladies of several churches provided fine refreshments for them, but even then they would not come. They did take an interest in the concert they gave as a "benefit" for our work. But we longed to show them that we loved their souls more than the money they raised for us.

Washington.

SEATTLE.

The Rev. THOMAS REES writes on August 2:

In my last report I told you of a very precious revival all the month. This month the gold fever has been so prevalent as to make it the prevailing thought in the minds of the people, in fact there has been a great excitement, the crowds are going north as fast as they can get steamers to carry them. Although we have good meetings and well attended, that spirit of revival has not been so manifest through July as in June. There have been ten asking prayers and two sound conversions, one a sailor. The street meetings have been wonderful for crowds, and with one exception very orderly. I have been at Port Blakely twice during month; at my first visit I found nine ships, my last visit fourteen. I visited all I could and distributed reading matter as I went. I am glad I struck a mine in Jesus, the grandest investment I ever made, with the promise of the life that now is and that which is to come.

Number of American ships in port since last statement, 12, all others, 1; religious services held in chapel, 43, at Port Blakely, 2; average attendance of seamen at religious services, 6, of others,

44; religious visits to hospitals, 5, on ships, 42, in boarding-houses, 14; Bibles and Testaments distributed 2, tracts, &c., 100.

Also on September 2:

A month of real conflict and continual effort to win men for Jesus, because of much antagonism. There has been one sailor conversion and three others for the month. I have been at Port Blakely once and found fifteen ships there. I did all I could to call on board of them all, supplying them with reading matter, and wherever practicable speaking a helpful word. There was quite a number at the evening service. I go again next Sunday. Of course the Klondike fever rages still.

I am very much obliged for the SAILORS' MAGAZINES every month with such promptitude. There are many hopeful things in it and I personally enjoy it.

Number of American ships, etc., in port since last statement, 16, all others, 1; number of religious services held in chapel, 30, at Port Blakely, 1; average attendance of seamen at religious services, 7, of others, 50; number of religious visits to hospitals, 4, on ships, &c., 48, in boarding houses, 8; Bibles and Testaments distributed, 2, tracts, &c., 128.

PORT TOWNSEND.

Mr. C. L. TERRY sends the following from the ninth annual report:

During the year the reading room has been open daily from 8 A. M. to 9 P. M., comfortably furnished, well heated and lighted, with an abundance of newspapers and periodicals, all of a good, pure tone, as far as we can govern, accessible to all visitors. We have had on an average fifty daily visitors, or a total of 18,250 for the year, who have taken advantage of the comfort and convenience of the room. Writing material is furnished, many letters have been written. Some who had not written home for years have been induced or encouraged to write, thereby bringing joy to the home circle. Much mail coming in care of the Bethel has been delivered or forwarded to ports to which seamen have sailed. Meals and beds have been furnished those who through stress of circumstances have been forced to seek help in this direction. A fair library of choice books is at the disposal of visitors for use in the room only.

Quantities of reading matter have been gathered and supplied to vessels outward bound on long voyages, which is always thankfully received.

Christian burial services have been given to the poor boys dying away from home and friends, the greater part of which have been attended only by the contracting undertaker and the chaplain in charge of the Society's Bethel. Six religious services have been held each week during the entire year excepting the months of June, July and August, and during these summer months two services per week have been held. The average attendance has been twenty or a total for the year of 5,280. About fifty souls have professed a change of heart and life; many others have manifested a desire for the prayers of God's people in their behalf and all that have come have heard a pure gospel. Sin has not been veneered or glossed over, but has been pointed out as displeasing to God and forsaking it and turning to Christ as the only means of deliverance and the one hope of God's favor.

A number of services have been held on board vessels lying in the harbor. These as a rule have been attended by the entire ship's company (averaging about twenty). Usually we hold these services in the fore-castle or living quarters of the crew, as it is our experience that the men feel more at home and the meetings are better than when held aft in the cabin. One glorious service was held on the U. S. S. *Oregon*, about 300 men attending and the music soul-lifting. Our treatment on ship-board for the greater part has been most courteous.

A considerable quantity of religious literature and a number of Bibles and Testaments have been distributed.

We wish duly to recognize in connection with the above report, the financial aid given by the AMERICAN SEAMEN'S FRIEND SOCIETY of New York, without which under the present circumstances the work accomplished would seem impossible. Also to record our appreciation of the financial aid and co-operation of the many friends in this city.

LETTERS TO MR. TERRY.

"Doubtless you will wonder who it is writing to you from this remote part of the globe; however, I trust you will pardon me for the liberty I have taken, knowing that it is on the Master's business.

"I write partly on the part of the boys

of the *Chiltonford*. I was going to say my boys, but I expect you will claim a prior right to that. I refer to Bros. RAY, JOHNSTONE, and COLLINS. Before leaving our port they asked me if I would drop you a line informing you of their whereabouts. At the same time I write on the part and for the interest of the Floating Society of this port, with the hope of gaining information on methods relating to the work among the sailors..

"It was a great pleasure for us to welcome them into the bonds of Christian fellowship in this part of God's vineyard, and their stay was a very profitable and stimulating season. It is so rare we meet those who are out-and-out for Christ among the seafaring fraternity that we know how to appreciate the company of those we do meet who are on the Lord's side; they were a great help to us in our work among the seamen, taking very active parts.

"I am also pleased to state that we had the great joy of being able to pray for brother R. (the third mate) the night before he left our port, and thank God we were to take our departure from each other that night with the joy-bells of our heart set ringing to the tune of 'Tis done, the great transaction's done.' I am my Lord's and He is mine.

"Furthermore we had also the great joy of establishing an Endeavour Society on board before they left. I believe they spent a very enjoyable time here. This was very vividly demonstrated when the Monday morning came to say good-bye, for they seemed to suffer very much from a palpitation of the heart, a lump in the throat and a watery look about the eyes, and as for poor C., I think he was almost able to say in the language of the Psalmist 'All the night make I my bed to swim, I water my couch with my tears.' However, I pray that the star of peace may accompany them on their journey, and that the Lord may keep them all faithful unto death that they may receive the crown of life."

"We had not been at sea a fortnight when we had one precious soul saved, he is happy in the Lord. The night he was converted DAVE and I held service in the fore-castle, and after it was over he gave his heart to the Lord and went straight and told all his ship-mates.

"When we first left Townsend we held services twice a week for over a

month or six weeks, until the mate stopped DAVE from coming forward, so then I held services myself forward, COLLINS helping me, and DAVE, he held services in the house until the men seemed to take a dislike to it, so we stopped having service. As for my own spiritual life, praise the Lord I am still trusting in Him. It is a grand thing to have a friend like Christ. I am glad to hear you are getting on so well at the Bethel; praise the Lord, so many souls are being saved."

"I know the way I ought to live, and I realize that without the Lord's help I can do nothing good. I pray that the Lord will give me wisdom, strength, and His Holy Spirit that I may be a true witness for Him that died for our transgressions, because in Him I have found the real joy, and I have found healing for my weakness. And I pray that our Lord's best blessing may be yours; this is the only way that I can pay back the great debt I owe you, dear Mr. and Mrs. TERRY. I do think that I have got something to do on board here for Jesus' sake, and with his help I will do it."

Book Notice.

CHRISTIAN MISSIONS AND SOCIAL PROGRESS. By the Rev. James S. Dennis, D. D. In two volumes. Vol. I. New York. Fleming H. Revell Co. 2 50.

This sociological study of foreign missions comes to the reader's hand in such a portly form, comely dress and so well illustrated as to attract attention. Its author's previous work in the same field is a guarantee of thoroughness, however wide his scope. Leaving two lectures and an appendix giving a statistical survey of foreign missions for his second volume, he takes up in the volume before us the sociological scope of foreign missions, the social evils of the non-Christian world, ineffectual remedies and the causes of their failure, and Christianity the social hope of the nations. As a specimen of his thoroughness, take his chapter on the social evils of the non-Christian world, which treats his topic under the individual, the family, the tribal,

the social, the national, the commercial and the religious group, giving references and citations in footnotes in great numbers and high value, showing vast and multifarious reading.

This book will be a classic in its field. Christians will learn from it in historic detail and by scientific comparison why their faith has and can have no compromise with any other. Scorners of "missions" will feel small in recalling their contempt for what is here set forth as colossal heroism in the face of gigantic evils. The world at large will here see itself in a mirror set so as to catch its varied features, and the visage of a world without God and without hope ought to disgust it with the sin which has wrought havoc in the face of man as here portrayed. Preachers of the Word will find in this book endless facts, incidents and illustrations to show that only Christ can save this world, and that, if He does not, it is already doomed. Formalists and ceremonialists can here see for themselves that the earth is full of forms and ceremonies which rather foster than shut out the devil, and that only the heart-cleansing wrought by the blood of Christ and the Holy Spirit can avail to make the world pure and clean.

While the book is concrete, dealing constantly with facts and things, argumentation, clear, strong and convincing, is not wanting, and is ever given in an English style which satisfies the cultured reader.

Dr. DENNIS, unlike many other writers on foreign missions, has not forgotten the work among the seamen.

His book deserves a place in every library, large or small.

The Planets for October, 1897.

MERCURY will be visible for a few days about October 7, low in the east just before sunrise.

VENUS will be visible in the morning, continuing to decrease in brightness, and to approach the sun.

MARS will not be visible.

JUPITER will not be visible.

SATURN will be visible low in the southwest just after sunset.

Princeton.

T. R.

Sailors' Home, New York

190 CHERRY STREET.

Reported by F. Alexander, Lessee, for the month of

AUGUST, 1897.

Total arrivals..... 84

Receipts for August, 1897.

MAINE.

Hampden, First Congregational Ch. \$ 3 00
Portland, Capt. E. Orr, barkentine
Louise Adelaide, for library work. 1 00

NEW HAMPSHIRE.

Keene, Mrs. H. B. Eastman..... 1 00

MASSACHUSETTS.

Boston, Mrs. Edwin Morey, for a library in memory of her father, Capt. E. T. Cooper..... 20 00
West Boylston, First Congregational Sunday School to refit library No. 9,013..... 12 00

CONNECTICUT.

Hartford, First Congregational Ch.. 106 97
Mount Carmel, Congregational Ch. 6 23
Thomaston, First Congregational Church..... 8 61

NEW YORK.

Kinderhook, Reformed Church..... 85 76
New York City, collections on board steamers of the International Navigation Co.'s lines, received per H. G. Phillips, cashier..... 146 61
Collegiate Reformed (Dutch) Ch.. 23 21
Missionary Society, Church of the Strangers, for library..... 20 00
Ira Goddard..... 5 00
Capt. E. E. Robbins and crew of bark Lillian L. Robbins, for library work, as a token of good will.... 7 25
Capt. Brown, of schooner Dora Matthews, for library work..... 1 00
Piermont, Reformed Church..... 12 00

NEW JERSEY.

Westfield, Congregational Church.... 23 00

GEORGIA.

Rome, A. W. Tedcastle, for library to be called the "Dr. Robert T. Wilson Library."..... 20 00

\$452 64

AMERICAN SEAMEN'S FRIEND SOCIETY'S

REPORT OF NEW LOAN LIBRARIES

SHIPPED IN JUNE, JULY AND AUGUST, 1897.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1, 1897, was 10,879; and the reshipments of the same for the same period were 12,141; the total shipments aggregating 22,520. The number of volumes in these libraries was 553,685, and they were accessible, by shipment and reshipment, to 395,037 men. Ten hundred and twenty-three libraries, with 36,985 volumes, were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 118,240 men. One hundred and fifty-four libraries were placed in one hundred and fifty-four Stations of the United States Life Saving Service, containing 5,992 volumes, accessible to twelve hundred and sixty-five Keepers and Surfmen.

JUNE, 1897.

During June, 1897, eleven new loan libraries were sent to sea from our Rooms. These were Nos. 10,400-10,410, inclusive. Assignments of these libraries have been made as follows:

<i>No of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10400..	First Congregational Church of Wilbraham, Mass.....	Bark Rose Innes.....	Santos.....	12
10401..	Mrs. S. A. Brown, of Hanover, N. H..	Ship Henry B. Hyde...	San Francisco....	29
10402..	Stephen B. Blake, of Lake Helen, Fla., in memory of his wife, Abby T. Blake..	" Sachem.....	Hong Kong.....	22
10403..	Miss Helena P. Bulkley, of New York, for the Helena P. Bulkley Fund Libraries.....	Bark Guy C. Gross.	San Francisco.....	30
10404..	" " " " " "	" Africa.....	Rosario.....	15
10405..	" " " " " "	" Alice.....	New Zealand.....	13
10406..	" " " " " "	" Rebecca Crowell..	Barbados.....	12
10407..	" " " " " "	Ship Sea Witch.....	Delagoa Bay.....	18
10408..	Anonymous Library Endowment Income, New York City.....	" Great Admiral.....	Hong Kong.....	22
10409..	" " " " " "	Bark Holliswood.....	Cape Town.....	15

AMERICAN SEAMEN'S FRIEND SOCIETY'S

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10410..	Bruce Street Chapel, Morning Sunday School, of Newark, N. J	Ship J. V. Troop.....	Shanghai.....	18

JULY, 1897.

During July, 1897, twelve new loan libraries were sent to sea from our Rooms. These were Nos. 10,411-10,422, inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10411..	First Presbyterian Church Sunday School of Peekskill, N. Y.	Ship Jane Burrill.....	Melbourne.....	26
10412..	Brick Presbyterian Church Sunday School of New York City.....	Bark Penobscot.....	Adelaide.....	17
10413..	Mrs. Mary L. Wilson, of White River Junction, Vt.	" Nellie Brett.....	Port Natal....	12
10414..	Mrs. J. C. Auchincloss of New York City	" C P. Dixon.....	Port Elizabeth....	12
10415..	" " " " "	" H. G. Johnson.....	Adelaide.....	14
10416..	Union Church Sunday School of Newburgh, N. Y., for the Helen Lefferts Prime Memorial Library.....	Ship Honolulu	Sydney.....	23
10417..	Congregational Church Sunday School of Groton, Conn.....	Bark Jno. S. Emery....	Buenos Ayres....	12
10418..	Roseville Presbyterian Church Sunday School of Newark, N. J.....	Ship Celeste Burrill....	Melbourne.	22
10419..	Thos. W. Woods, of Brooklyn, N. Y., in memory of twin sisters, Annie M. and Jessie W. Woods.....	Bark Adam W. Spies... ..	Honolulu.....	18
10420..	Miss Emma Bogardus, of New York, in memoriam Mrs. Mary A. Bogardus, ..	" Saranac	Adelaide	13
10421..	Miss Emma Bogardus, of New York..	Ship M. P. Grace.....	San Francisco....	26
10422..	Missionary Society, Church of the Strangers, New York....	" Luzon.....	Shanghai.....	23

AUGUST, 1897.

During August, 1897, six new loan libraries were sent to sea from our Rooms. These were Nos. 10,423-10,428, inclusive. Assignments of these libraries have been made as follows :

<i>No. of Library.</i>	<i>By whom furnished.</i>	<i>Where placed.</i>	<i>Bound for.</i>	<i>Men in Crew.</i>
10423..	A. W. Tedcastle, of Rome, Ga., to be called the Dr. Robt. T. Wilson Library.	Bark Edward May.....	Honolulu.....	15
10424..	Mrs. S. B. Cone, of Stockbridge, Mass.	Ship R. R. Thomas.....	Hong Kong.....	10
10425..	Mrs. Edwin Morey, of Castine, Me., in memory of her father, Capt. E. T. Cooper.	“ John R. Kelley.....	Japan,	30

QUARTERLY LOAN LIBRARY REPORT.

During August, 1897, fifteen loan libraries, previously sent out, were reshipped from our Rooms, as follows:

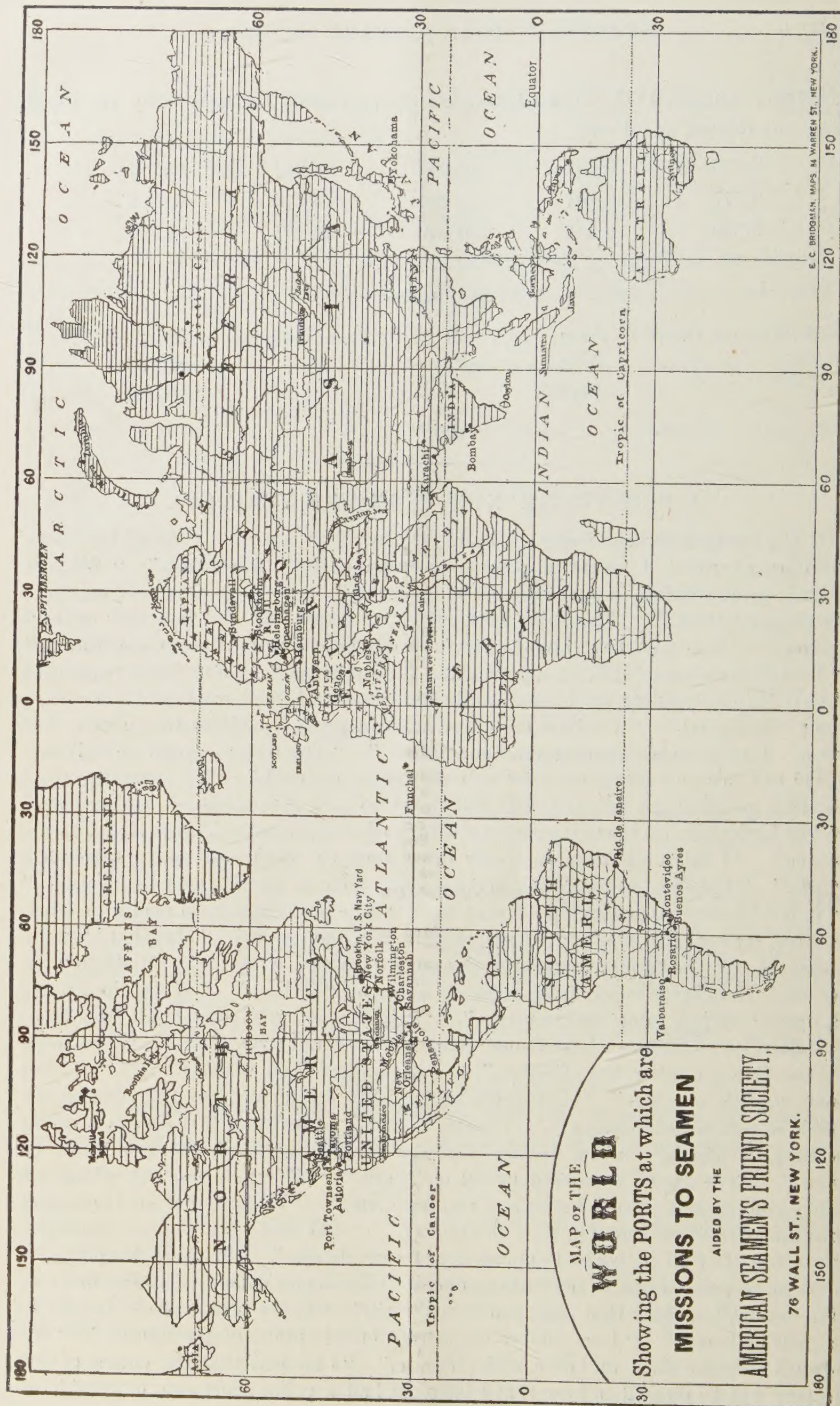
9,013	9,691	10 004	10,254	10,282
9,177	9,804	10 244	10 273	10,296
9,549	9,916	10,249	10,275	10,299

SUMMARY.

<i>New libraries issued in June, 1897—11</i>	<i>Libraries reshipped in June, 1897—10</i>
" " <i>July, " —12</i>	" " <i>July, " — 7</i>
" " <i>August, " — 6</i>	" " <i>August, " —15</i>
—	—
29	32

A FEW TESTIMONIES FROM THE YEAR 1896.

"The books have been freely used and read by all on board." "As all the books have been perused, I would be pleased to exchange them for others." "We find them a great comfort in our lonesome hours at sea." "We hope you will continue to circulate them." "The books have prevented many a sin and improper conversation." "The men have already carefully covered every volume in the library." "I think the seamen's library a good thing for our ships." "For many years past I have enjoyed reading the books." "It is a great and good work and I am sure does lots of good." "I believe the libraries are a great benefit to the morals of a crew. I am always pleased to receive a library." "The donors would be well satisfied to know how much and how well the books are read." "The assortment of books is an excellent one and well calculated to suit the minds of our seamen." "The books are also in strong contrast with what seamen generally provide for themselves." "I think any man who reads them must be better and lead a better life for it." "It helped to pass away many a weary hour at sea during a long voyage." "It is a blessing to get such good reading." "The books have been read with much interest forward and aft." "No ship should be without one." "May God bless the donors." "The books of your libraries are always read with much satisfaction by us all." "It keeps sailors from going on shore on Sundays." "When the library is opened we just jump for the books." "I think much good must result from these libraries." "I believe all the books were read over and over again." "The work of the library is silent but effective." "I have never been without one." "It has been read thoroughly." "It furnishes occupation for unoccupied time during the week as well as on Sundays." "I think a library on shipboard is always a useful agency for good." "The library brightens many hours that otherwise would be dull." "The books were read by all on board." "Every Sunday you would see them coming and getting books and reading them." "We have derived a great deal of pleasure and information from the library." "The books are a good selection." "On behalf of all on board I express my sincere thanks." "My humble opinion is that no ship should go to sea without one." "Too much cannot be said in favor of the library." "May God bless you in the work." "It has been a great benefit to myself and crew." "I am glad to say a few words in praise of the library." "We always welcome them on board with pleasure." "I am sure that the donors of this library will be pleased to hear that I have not had a police-court case or trouble of any kind with my crew during the voyage."



INFORMATION FOR SEAMEN.

LIST OF CHAPLAINS, MISSIONARIES, Etc., AIDED BY THIS SOCIETY.

SWEDEN, Stockholm.....	J. T. Hedstrom.
" Sundsvall.....	Rev. E. Eriksson.
" Gottenborg.....	Christian Nielsen.
DENMARK, Copenhagen.....	Rev. A. Wollesen.
GERMANY, Hamburg.....	British & American Sailors' Inst., H. M. Sharpe.
BELGIUM, Antwerp.....	Antwerp Seamen's Friend Society, Rev. J. Adams.
ITALY, Genoa.....	Genoa Harbor Mission, Rev. Donald Miller.
" Naples.....	Naples Harbor Mission, Rev. T. Johnstone Irving.
INDIA, Bombay.....	Seamen's Rest, F. Wood, Superintendent.
" Karachi.....	W. H. Dowling.
JAPAN, Yokohama.....	Rev. W. T. Austen.
" Kobe.....	J. M. Harmon.
" Nagasaki.....	
CHILE, Valparaiso.....	Rev. Frank Thompson.
ARGENTINE REPUBLIC, Buenos Ayres.....	Buenos Ayres Sailors' Home & Miss., T. McCarthy.
" Rosario.....	Rosario Sailors' Home & Mission, George Nye.
MADEIRA, Funchal.....	Mission to Sailors & Sailors' Rest, Wm. Geo. Smart.
MASSACHUSETTS, Gloucester.....	Gloucester Fishermen's Inst., Rev. E. C. Charlton.
CONNECTICUT, New Haven.....	Woman's Sea. Friend Soc'y of Connecticut, Rev.
NEW YORK, New York City.....	Capt. Wm. Dollar.
" Brooklyn, U. S. Navy Yard.....	[John O. Bergh.
VIRGINIA, Norfolk.....	Norfolk Port Society, Rev. J. B. Merritt.
NORTH CAROLINA, Wilmington.....	Wilmington Port Society, Rev. Jas. Carmichael.
SOUTH CAROLINA, Charleston.....	Charleston Port Society, Rev. C. E. Chichester.
FLORIDA, Pensacola.....	Pensacola Port Society, Henry C. Cushman.
GEORGIA, Savannah.....	Savannah Port Society, H. Iverson.
ALABAMA, Mobile.....	Mobile Port Society, Rev. R. A. Mickle.
LOUISIANA, New Orleans.....	New Orleans Port Society, Rev. R. E. Steele.
OREGON, Portland.....	Portland Seamen's Friend Soc'y, Rev. A. Robinson.
" Astoria.....	Rev. J. McCormack.
WASHINGTON, Tacoma.....	Tacoma Seamen's Friend Soc'y, Rev. R. S. Stubbs.
" Seattle.....	Seattle Seamen's Friend Society, Rev. Thos. Rees.
" Port Townsend.....	Pt. Townsend Sea. Friend Society, C. L. Terry.

Directory of Sailors' Homes and Private Boarding Houses.

Location.	Established by	Keepers.
PORTSMOUTH, N. H., No. 104 Market St	Seamen's Aid Society.....	James F. Slaughter.
BOSTON, Mass., N. Sq., Mariners' House	Boston Seamen's Aid Soc'y	Capt. J. P. Hatch.
" Sailors' Christian Home.....	Lad. Beth. Soc., N. Bennet St.	George Smith.
" Charlestown, 46 Water St ..	Epis. City Mission.....	John Allen, Supt.
" East Boston, 120 Marginal St.	" " " " " "	James M. Battles, Supt.
NEW BEDFORD, Mass., 14 Bethel Court.	Ladies' Br. N. B. P. S.....	E. Williams.
NEW YORK, N. Y., 190 Cherry Street..	Amer. Sea. Friend Society.....	F. Alexander, Lessee.
" 52 Market St.....	Epis. Miss. Soc. for Seamen	H. Smith.
BROOKLYN, N. Y., 172 Carroll St.....	Scandinavian Sailors' Home	Capt. C. Ullenars, Supt.
" 112 First Place.....	Finnish Luth. Sea. Home..	
PHILADELPHIA, Pa., 422 South Front St.	Penn. " " " " " "	Capt. R. S. Lippincott.
BALTIMORE, Md., 415 South Ann Street	" " " " " "	Miss Ellen Brown
" 1737 Thames St.....	Port Miss., Woman's Aux'y	Capt. J. C. Abbott, Supt
WILMINGTON, N. C., Front & Dock Sts.	Wilmington Port Society...	Miss Aisquith, Matron.
CHARLESTON, S. C., 44 Market St.....	Ladies' Sea. Friend Society...	Capt. H. G. Cordes.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society...	
NEW ORLEANS, La.....	N. O. Sea. Friend Society...	Halvor Iverson.
SAN FRANCISCO, Cal.....	S. F. Sea. Friend Soc'y....	Capt. Melvin Staples.
PORTLAND, Ore.....	Portland Sea. Fr'nd Soc'y...	Rev. A. Robinson.
NEW HAVEN, Conn.....	Ladies' Sea. Friend Society	Rev. J. O. Bergh, Supt

MARINERS' CHURCHES.

Location.	Aided by	Missionaries.
PORTLAND, Me., Fort St., n. Custom H.	Portland Sea. Fr'nd Soc'y..	Rev. F. Southworth.
BOSTON, Mass., 332 Hanover St.....	Baptist Bethel Society.....	" Walter J. Swaffield
" Bethel, 287 Hanover St.....	Boston Sea. Friend Soc'y..	" S. S. Nickerson.
" East Boston Bethel.....	Methodist.....	" L. B. Bates.
GLOUCESTER, Mass., 6 Duncan St.....	Gloucester Fish'men's Inst.	" E. C. Charlton.
NEW BEDFORD, Mass.....	New Bedford Port Society	" E. Williams.
NEW HAVEN, Conn., Bethel, 61 Water.	Woman's Sea. Friend Soc'y	" John O. Bergh.
NEW YORK, N. Y., Catharine c. Madison	New York Port Society...	" Samuel Boulton.
" 128 Charlton Street.....	" " W. S. Branch	Mr. John McCormack.
" 34 Pike Street, E. R.....	Episcopal Miss. Society....	Rev. A. R. Marsfield.
" 665 Washington Street.....	The Sea. Christian Ass'n....	
" No. 341 West Street, N. R.....	Episcopal Miss. Society....	" W. A. A. Gardiner.
" 21 Coenties Slip.....	" " " " " "	" Isaac Maguire.
" 53 Beaver St.....	Finnish Lutheran Sea. Ch..	" V. K. Durchman.
BROOKLYN, N. Y., U. S. Navy Yard...	Am. Sea. Friend Society...	Mr. J. M. Wood.
" 31 Atlantic Avenue.....	New York Port Society....	
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SAN FRANCISCO, Cal.....	San Francisco Port Society	" J. Rowell.
PORTLAND, Ore.....	Amer. Sea. Friend Soc'y...	" A. Robinson.

AMERICAN SEAMEN'S FRIEND SOCIETY,

76 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

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OBJECTS OF THE SOCIETY.

ARTICLE II, (of the Constitution).—"The object of this Society shall be to improve the social and moral condition of seamen, by uniting the efforts of the wise and good in their behalf; by promoting in every port Boarding Houses of good character, Savings' Banks, Register offices, Libraries, Museums, Reading Rooms; and Schools; and also the ministrations of the Gospel, and other religious blessings."

CHAPLAINS.—In addition to its chaplaincies in the United States, the Society has stations in JAPAN, CHILE, S. A., the MADEIRA ISLANDS, ICELAND, SWEDEN, NORWAY, DENMARK, GERMANY, HOLLAND, BELGIUM, FRANCE, ITALY, and INDIA. A list of the chaplains, who will always be ready to befriend the sailor, is given on the preceding page.

LOAN LIBRARIES.—An important part of the Society's work, and one greatly blessed of God to the good of seamen, is that of placing on board ships going to sea, libraries composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews. The donor of each library is informed when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it is communicated as far as possible. The whole number of new libraries sent out by the Society up to April 1, 1897, was 10,379. Calculating 12,141 reshipments, their 553,635 volumes have been accessible to more than 395,037 men. Hundreds of hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-Schools. Twenty dollars furnishes a library.

THE SAILORS' HOME, No. 190 Cherry Street, New York, is the property of this Society, and is leased under careful, judicious restrictions. It is unsurpassed in comfort by any Sailors' Home in the world; its moral and religious influences cannot be fully estimated, but many seamen have there been led to Christ. Destitute, shipwrecked seamen are provided for at the HOME. A missionary of the Society resides in the HOME, and religious and temperance meetings are held daily. The Lessee receives and cares for the savings of his sailor guests and a large amount has thus been saved to seamen and their families.

A list of the Society's periodicals will be found on the second page of the cover of this MAGAZINE.